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	Changchun	...Ar.	4.05 "	"	"
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Picnic, Tiffin and Tea Parties to Kowloon
Catered for on due Notice being given. Motor
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Terms.
Single Rooms \$3 to \$5 per month.
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In Quality and Price they are unequalled.

	Per dozen bottle.	Per dozen bottle.
A. LIGHT DRY ...	\$16.80	1.45
B. VINO DE PASTO ...	17.80	1.50
C.C. OLOROSO ...	22.30	1.90
D. SUPERIOR PALE DRY	24.30	2.05
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ONLY communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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P. O. Box, 54. Telephone No. 12.

MARRIAGE.

On the 7th inst., at St. John's Cathedral, by the Bishop of Victoria, assisted by the Rev. F. T. Johnson, Hilda Violet Eardley-Wilmore, daughter of the Rev. Prof. E. A. Eardley-Wilmore, Vicar of St. Jude's, South Kensington, London, to Frederick Kingsmill Brownrigg, of Taipei, Formosa, son of the late John Annesley Brownrigg, M.D., and Mrs. Brownrigg, of Halemore, Surrey.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 8TH, 1912.

SIR ROBERT FULTON'S letter to the *Times*, which we reprinted in our issue of January 30th last, opens up a question in reference to the revolution in China that is vital to Great Britain—the status of the outlying dependencies of the Chinese Empire, and especially of Tibet. It might be useful to rehearse the recent political history of that country, which, as the buffer State on the north of India, has a peculiar significance for us. Our relations with Tibet have, since the YOUNGHUSAN Expedition, been regulated by three Agreements, one each with Tibet, China, and Russia. The first of these, the Convention of Lhasa, signed in 1904, provided, it will be remembered, *inter alia*, that the Tibetans should not cede any territory, or grant concessions to, or permit the intervention of, any foreign Power. This was ratified by the Convention of Peking (1906), when China reaffirmed the immunity of Tibet from interference

by any foreign Power, while Great Britain pledged herself not to annex any portion of Tibet nor to interfere in its administration. Finally, there is the much-abused Anglo-Russian Convention of 1907, whereby both Powers recognize the suzerain rights of China in Tibet, agree to maintain its territorial integrity, to refrain from intervention in its internal administration, to treat with Tibet only through the Chinese Government, not to send representatives to Lhasa, and not to obtain any railway, mining, or commercial concession. These three documents sum up our obligations with regard to Tibet, and amount practically to a recognition of China's supremacy over the country. The principle underlying them all is a determination to maintain Tibet as a true buffer State—a sacred and neutral territory that cannot be encroached upon by any other Power—that is to say, by Russia. It is not, as Sir ROBERT FULTON'S letter would imply, Chinese influence in Tibet that is to be feared. We already have a common frontier with China stretching for some hundreds of miles between Yunnan and Burma, and China has never given any serious cause for complaint as a neighbour there. Moreover, the Chinese advance on Tibet had been begun before even the first of our Conventions was signed. Before 1903, China had started to try to push forward her influence in Eastern Tibet and among the Tibetan tribes of Western Szechuan. In 1904, Assistant Resident FENG was sent by Peking to reside at Chiannio, in Tibet proper, and to reduce the power and population of the lamaseries. This aroused the Tibetans, FENG and his following were exterminated, and the border country was in a ferment. A punitive expedition was organized, and the rebellion was slowly put down, and, by the end of 1906, China had regained her position on the border, and had broken the power of the Lamas. Thus, when the Convention of Lhasa was signed in 1904, China's plans with regard to Tibet were already discernible; while when the Agreements of 1906 and 1907 were concluded, there was no secret of China's intention to make her rule in Tibet far more effective than it had ever been before. It is evident, then, that we concluded these two last Conventions with our eyes open to the prospect of a great access of strength to China's rule at Lhasa, and that we fully acquiesced in that position. The advent of CHAO ERH-FENG in 1900 as Warden of the Marches was the opening of yet another chapter in the story; his ruthless methods and skilled generalship transformed the earlier leisurely advance into a vigorous campaign—roads were opened, lamaseries broken up, and Chinese colonization encouraged. His troops penetrated to Lhasa; he himself established his headquarters at Chiannio; and, when he was promoted Viceroy of Szechuan, Tibet was within measurable distance of becoming a province (or two provinces) of China, under direct Chinese rule. This, we believe, would not have been found the catastrophe to our Indian frontier that Sir ROBERT FULTON imagines; but now, with China in a turmoil, all the hold she was gaining on Tibet is vanishing. CHAO ERH-FENG, too, has been murdered by the Szechuanese, and the chances are very remote of republican China ever discovering another such administrative and military genius. Hemmed in, though, as we are with Agreements and Conventions, the one object to aim for in our Tibetan policy is the maintenance of the Chinese overlordship; the most dangerous outcome of the present situation would be the independence of Tibet. The machinations of DONATJEFF at Lhasa in 1902 are sufficient to show what that might lead to, and how far the present DALAI LAMA is to be trusted. If, as is not improbable, Tibet now breaks away from a disrupted China, an ideal solution of the problem would be to restore the DALAI LAMA to his sovereignty, under the strict tutelage of Great Britain, and to keep him in the same position as the Amier of Afghanistan. This, however, is precluded by the terms of our 1907 Agreement with Russia, so for the present we should have to be content, should Tibet become independent, with observing strictly the prescribed policy of non-interference and non-intervention, at the same time keeping a close watch on the conduct of Russia, and insisting on as scrupulous an adherence to the terms of the Agreement from her. This situation, fortunately, has not yet arisen and until it does arise we must do all we can to assist in the maintenance and strengthening of China's rule in Tibet.

The famous Shanghai race pony "Marbles" has had to be destroyed, owing to an attack of lock-jaw.

Mr. A. M. Townsend, who has just retired from the management of the London Office of the Hongkong and Shanghai Bank, has been visiting Mr. Reith, the local manager of the Bank at Manila.

Three dead bodies were picked up at the beginning of the week, death being due to smallpox in two cases.

L.C. Attewell yesterday arrested two men on board the steamer *Sui Tai*, for being in possession of two rifles. He arrested another man who was in possession of 749 rounds of ammunition, on the steamer *Sui An*.

A fire broke out in the Cement Works on Tuesday, the outbreak being, it is thought, due to the overheating of the furnace. The fire was extinguished by employees of the company before the Fire Brigade arrived. The damage was slight.

A number of armed Chinese made an attempt yesterday to rob a boat in Yau-mai Bay. The only occupants of the boat were the boat woman and her child. The woman was badly injured, but she gave the alarm, and the people in neighbouring junks went to her aid. The thieves jumped overboard, but one was captured and handed over to the police.

Welcome evidence of Lady Lugard's continued progress is the announcement that Her Excellency will be at Home at Government House to the members and associates of the various branches of the Ministering Children's League at 3.45 p.m. on the following dates:—9th February Chinese Branch; 13th February European Branch; 14th February Portuguese Branch.

As one would naturally expect after the unusually wet month we have had, the return of the level and storage of water in the reservoirs on the 1st inst. shows an improvement on the return for the corresponding date last year. In the reservoirs on the island we have some 22,000,000 gallons of water more than they contained last year, and at Kowloon the excess is 34,000,000. There is about four months' supply on the island and eleven months' supply at Kowloon.

We acknowledge with thanks a copy of the Hongkong Civil Service List for 1912, compiled in the Colonial Secretary's Office. This useful work which gives a certain amount of historical and statistical information, lists of the Civil establishments, etc., and the record of public service of officers, has been brought well up to date, but the size of the book has been considerably reduced by the omission of the general orders and regulations which appeared in the earlier volumes.

A meeting of the Hongkong Licensing Board was held in the Council Chamber yesterday. The Hon. Mr. Claud Severn (Colonial Secretary), presided, and there were also present the Hon. Mr. E. Osborne, the Hon. Mr. A. Thomson (Colonial Treasurer), Messrs. D. W. Craddock, A. MacKenzie, and G. A. Woodcock (secretary). The only business was the consideration of an application from Mr. Harry Haynes for the transfer to him from Mr. J. N. Mehta of the publican's license to retail in toxicating liquors on the premises of the "King Edward Hotel." Mr. Woodcock said there was no objection lodged by the police, and the application was granted without discussion.

INDIAN TROOPS ARRIVE.

The 25th Punjab, one of the two additional Indian Regiments detailed for service in China owing to the general situation, arrived by the troopship *Harding* yesterday. The troops disembarked at Holt's Wharf. The troopship, which is in charge of Commander C. M. Luck, R.I.M., left Karachi on January 22nd. The force which comprises 850 of the Punjab Regiment, and a warrant officer and 33 men of the Supply and Transport Corps, is being temporarily accommodated under canvas on the reclamation space near the railway terminus. The British officers and families associated with the force are:—Lieut.-Col. R. E. H. Dyer and wife, Major Pollock, Major F. Martin and wife, Capt. Riley, wife and child, Captains Penton, Passy and Tyrell, Lieuts. Flag, Steel, Walker, Gardner and Coats, Lieut.-Col. Norman, I.M.S., and wife, Mr. Newman, wife and children.

The steamer *Dufferin* will arrive on the 13th inst. with the 26th Punjab on board.

AMERICA AND JAPAN.

GENERAL'S ALARMIST VIEW.

Major-General Williams Carter, United States Army, startled the Congressional Committee, which is considering the Bill for the reorganization of the army by declaring that such a reorganization was necessary if the United States wished to retain her insular possessions. There were, he declared, 35,000 Japanese ex-soldiers in the Philippines and Hawaii ready to rise against the United States in case of any dispute with Japan.

ARE YOU A MAN?

If so a tube of PINKLETS will nicely fit your waistcoat pocket. They dispel Constipation, aid Digestion, regulate the Liver, cure Biliousness. As gentle as Nature. 60 cents of Chemists, and post-free from The Dr. Williams' Medicine Co., 84c, Szechuen Road, Shanghai.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THEIR MAJESTIES' RETURN.

LONDON, February 7th.

PATRIOTIC DISPLAYS.
A crowd yesterday afternoon assembled in front of Buckingham Palace and sang the National Anthem and patriotic songs.

Their Majesties, the Prince of Wales, and other members of the Royal Family came to the balcony, and were received with prolonged and enthusiastic cheering.

THANKSGIVING SERVICE IN ST. PAUL'S.

A thaw had set in and the weather was misty when the King and Queen drove to St. Paul's Cathedral in open carriages, receiving a great ovation en route.

The Thanksgiving Service was conducted with impressive ceremonial in the presence of a great assemblage.

The clergy, headed by the Primate and the Archbishop of York, wearing their copes and preceded by the Golden Cross, met Their Majesties, the Prince of Wales, Princess Mary and Prince George at the west door and conducted them to the faldstools upon the dais, facing the altar.

Behind them was Queen Alexandra, and many members of the Royal Family were around them. All the members of the Cabinet were on one side, and diplomats, and representatives of the Dominions and the Colonies were on the other.

The Cathedral was crowded with a brilliant throng, there being a multitude of naval, military and official uniforms, but the brightness of the picture was darkened by the sombre mourning worn by the Royal Family, the Court, and other ladies.

The features of the service were the rendering of the National Anthem, Martin's Te Deum, "Now thank we all our God," and five collects, including a prayer for "all Indian Princes and rulers so to be guided and blessed that under them the people would live peaceable lives in godliness and honesty."

The Archbishop of Canterbury delivered a short address expressing thanksgiving for the safe return of the King.

His Majesty, who wore the uniform of an Admiral, acknowledged by slightly bowing.

Their Majesties returned, in sunshine, by way of the Embankment under an escort of cavalry.

JEWISH AND CATHOLIC SERVICES.

The Jews held a thanksgiving service in the Great Synagogue and sang the National Anthem at the conclusion. There was also a large Catholic Thanksgiving Service at Westminster Cathedral.

A STOCK EXCHANGE WELCOME.

The Stock Exchange suspended business while the members sang the National Anthem.

CANADA'S CONGRATULATIONS.

Reuter's correspondent at Ottawa states that H.R.H. the Duke of Connaught, the Governor-General of Canada, has telegraphed to the King that the Government and people of Canada join in heartfelt congratulations on the safe return of Their Majesties and rejoice in the manifestations of loyalty by their fellow-subjects in distant lands.

A UNIQUE GATHERING.

LONDON, February 7th.

A unique gathering took place at the Mansion House last night, the Lord Mayor entertaining to a banquet the provincial Mayors and Provosts who welcomed the King.

The Lord Mayor, in submitting "The King and Queen" as one toast, said he did so because His Majesty had requested that the loyal address of the Corporation of London on Saturday next should be addressed to both.

ANGLO-GERMAN RELATIONS.

LONDON, February 7th.

The statement made by the *Vossische Zeitung* has received much attention in Britain and on the continent.

A Berlin wire says the officials are reticent, but so far as can be ascertained no negotiations are proceeding. The authorities of both countries are, however, anxious to avoid utterances which would impede the opening of negotiations in the future.

GERMAN PRINCE TO VISIT FAR EAST.

LONDON, February 7th.

Reuter's correspondent at Kiel telegraphs that Prince Waldemar, the son of Prince Henry of Prussia, has left for Genoa, where he will embark on the 8th instant for Ceylon. Thence he will proceed to East Asia. He will be absent from Europe for six months.

TOKYO TRAMWAY STRIKE.

LONDON, February 7th.

Reuter's correspondent at Tokyo reports that the socialist leader Katayama has been arrested and charged with conspiracy in connection with the recent tramway strike.

[THROUGH REUTER'S AGENCY.]

THE CRISIS IN ULSTER.

LONDON, February 7th.

Troops to the number of 3,500 are being sent to Belfast, where the police will line and patrol the streets.

The Unionists to-day agreed to give up the Ulster Hall on Wednesday, on the police guaranteeing that the Liberals will not obtain it on Thursday.

The lunch at which the Liberals were to have met Mr. Churchill has been abandoned. He will be entertained privately.

Mr. Winston Churchill arrives in Belfast at 9.30 on the morning of the 8th. He will stay at an hotel, and will drive to his meeting at 12.30. He leaves for Glasgow at 6.30 p.m. The Rt. Hon. A. Murray, Master of Elibank, is unable to accompany him, owing to pressure of Parliamentary business.

The troops which arrived in Belfast yesterday include the Dragoons, the Engineers and six battalions of infantry, with maxims.

The Mayoress of Belfast appeals to the Protestant women to help in keeping the peace.

AUSTRIA AND RUSSIA.

LONDON, February 7th.

Reuter's correspondent at Vienna telegraphs that the Russian Grand Duke Andrew has arrived as the guest of the Emperor.

The *Times* Vienna correspondent states that considerable importance is attached to the visit as a sign of improvement in Austro-Russian relations, which have been cool since the annexation of Bosnia.

LATER.

A telegram from Vienna states that the Emperor Franz Josef entertained at a State banquet, the Russian Grand Duke Andrew, whom the semi-official paper *Freidenblatt* welcomes most cordially.

RUSSIA AND PERSIA.

LONDON, February 7th.

A telegram from Teheran states that the English and Russian Ministers have suggested to the Government that a pension should be granted to the ex Shah on condition that he leaves the country without delay.

EXPORTATION OF CATTLE.

LONDON, February 7th.

On the recommendation of a Development Commission, the Board of Agriculture is about to establish a national testing station, where British cattle can be tested before exportation. The idea was first suggested to the Government by General Botha, and subsequently the South African Republics made representations.

AMERICAN STEEL TRUST.

LONDON, February 7th.

A Washington telegram states that the Federal Circuit Judge has granted an injunction restraining the defendants in the Government's suit against the Steel Trust from destroying the books and papers, the production of which the Government desires.

THE LOS ANGELES OUTRAGES.

LONDON, February 7th.

A wire from Indianapolis states that a two-months' investigation into the dynamite outrages committed by the McNamara's in Los Angeles, has culminated in the filing of thirty-three indictments for complicity. The arrests, including those of the Labour leaders, will be effected simultaneously throughout the country.

THE HOME RULE BILL.

LONDON, February 7th.

The Cabinet sat for three and a half hours yesterday.

Some of the papers declare that they are still drafting the Home Rule Bill.

THE STRANDING OF THE "DELHI."

A GOOD OMEN TO THE HINDUS.

We cull the following letter from a London paper:—

SIR,—The following extract from a letter I have received from an English official in India in connection with the Durbar and with the stranding of the *Delhi* is of interest as showing an aspect of the situation which I have not seen mentioned in any of the published accounts:—

Of course, all the natives, or most of them, were on the look-out for omens. In the middle of the Durbar a gorgeous blue jay—one of the most propitious birds in India—fluttered down from the right side. Shortly after the Durbar, with the (in India) portentous announcement of the foundation of a new Imperial Delhi, came the news of the grounding of the *Delhi* and the narrow escape of the Royalties on board. I asked some influential natives what would be the effect of the coincidence. "Coincidence, indeed," they said. "It is the most propitious sign for Delhi to the Hindus. Kail (the goddess of destruction) has taken her own sacrifice and propitiated herself. What better could you wish? All the Royalties aboard escaped, and she took the debt of blood due to her from the foreigners."

My correspondent goes on to point out that in the old days the Goddess Kail used to be propitiated by burying a human being alive in the foundations of an important building or of a new city.—Yours, &c.,

CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Feb. 7th.

TROOPS IN CANTON.

The China Merchants steamers *Fu Shui* and *Kwanggh* are taking a full complement of soldiers North. This is in reply to the demand from the North lately for as many men as it was possible to send, and the type of soldier who is being sent is what we might classify as the second class. They are mostly new troops, but troops who have been well trained and are, as far as can be ascertained, well under control. The *Kwanggh* proceeded to Pakhoi to embark troops for the same journey. Besides this contingent leaving the City there have been numbers coming into the City these last few days. On Sunday a rough-and-tumble crowd came in from the West, and to-day another lot came in from the delta somewhere. These were badly clothed and badly armed, but looked as if they could be whipped into good soldiers all right, being strong, muscular-looking fellows. To-day also there was some sort of procession on—to all appearances a march out for recruiting purposes. Several regiments with a quite respectable band, and in first class order, marched through some of the principal streets creating a good impression.

SHAMEN.

The London Musical and Comedy Co. gave a performance last night in the Club Theatre before a very large audience. The Company's arrival here came as a sort of surprise and under the circumstances very great support could not be looked for; but contrary to what might have been expected from a show that had very little time for advertising the performance was an immense success. The audience was kept in fits of laughter through the whole performance, and in the end voted it one of the best shows that has ever visited the island. In an altogether good and successful programme it would be out of place to pick out special items, but the "Skit on Faust," Percival Mackenzie in his lightning sketches and Gladys Coppins, the contralto, were particularly appreciated. Another performance is being given to-night and a full house is assured.

TRIAL TRIP OF S.S. "TENCHO MARU."

On Tuesday of last week the new steamer, *Tencho Maru*, which has been built by the Taikoo Dockyard and Engineering Co., ran her official light trials on the Admiralty course, when a mean speed of 11 knots was attained. On Saturday, the 3rd instant, a loaded trial trip was made, when the vessel maintained a speed of 10 knots for six hours.

This vessel, which has been built for the South Manchuria Railway Company for their coasting trade, is a very up-to-date type of coasting passenger steamer. She is 255 feet long overall, 36 feet beam, and 16' 6" deep, and is of the continuous main deck type, with top gallant fore-castle and bridge deck, and 'tween decks fore and aft. The dining saloon is amidships, under the bridge. The passengers' state rooms, which are on either side of the saloon, are handsomely fitted up, and special attention has been paid to the heating and ventilation to suit the extremes of temperature which the vessel will meet with up North. The 'tween decks have been arranged for the carrying of steerage passengers, and the vessel has a complete electric lighting installation, including mast-head and side light lamps and cargo clusters.

The machinery consists of one set of inverted, direct-acting, surface-condensing, triple-expansion engines, to which steam is supplied by two large multitubular marine boilers, each with two Morrison's suspension furnaces having withdrawable ends and fitted with Von Riegen's patent firebrakes. Weir's types of general service pump, feed pump, feed heater and evaporator have been installed.

The vessel, which has been built under Lloyd's special survey to class 100 A1, and also to the Japanese Government Regulations, is well worthy of shipowners' notice as an economical steamer for Eastern trading, and carries a large deadweight on a limited draft.

During her construction the *Tencho Maru* has been under the inspection of Messrs. Carmichael & Clarke, Consulting Engineers. The local agents are the Mitsui Bussan Kaisha, Ltd.

TRADE IN THE AMUR.

The Board of Trade Journal states that, according to the *Official Messenger*, a project has been submitted to the Ministry of Commerce and Industry relative to measures for the development of trade in the Amur Government. The main questions to be investigated have reference to the encouragement of the export trade, amendments in the Customs tariff, the development of transport facilities, and erection of warehouses, the making of new roads, the establishment of easy credit systems, the formation of trading companies, the encouragement of immigration, and the coasting trade. It may be noted in this connection that his Majesty's Commercial Attaché for Russia (Mr. H. Cooke) reports that the Ministry of Commerce proposes to submit to the Duma a Bill providing for the appointment of a special representative of that Ministry to be attached to the staff of the Governor-General of the Pri-Amur.

THE MONGKOTSUI COMPENSATION CLAIM.

EVIDENCE AS TO DEPRECIATION OF HOUSE PROPERTY.

The hearing of the arbitration brought under the provisions of the Harbour of Refuge Ordinance of 1909 as amended by the Harbour of Refuge Amendment Ordinance, 1911, was continued before the Chief Justice yesterday.

The Government was represented by the Attorney-General (Hon. Mr. Rees Davies, K.C.) and Mr. Eldon Potter, instructed by the Crown Solicitor (Mr. J. H. Kemp), while Mr. M. Slade, instructed by Mr. Needham of Messrs. Ewens and Harston, Mr. C. E. H. Heavis, of Messrs. Wilkinson and Grist, and Mr. Holborow, of Messrs. Deacon, Looker and Deacon, represented the various property owners.

On taking his seat,

His Lordship said:—It seems to me, Mr. Attorney, that the issue now is fairly well defined, and I should have thought some agreement could be come to. For example, I should like to see how far you challenge the plaintiff's case and how far you agree to it. Take the valuation of the properties as they existed in 1909 when there was sea access. Do you challenge that?

The Attorney-General:—Yes, my Lord. I think you will find that we challenge everything. There is very little common ground between us.

His Lordship:—It seems to me the issue was perfectly clear that the award must be the difference between the new value as inland lots and the value as they were when they had sea access.

The Attorney-General:—Yes, that is the question. The great question of the levels is whether they have sustained any damage at all.

The examination of Mr. Ough by Mr. Slade was then proceeded with.

Cross-examined by Mr. Potter:

In valuing the property you have adopted the system of taking the rateable value, making certain deductions, and capitalising the balance?—Yes.

There is another method of valuing property?—There are many methods.

Another method is to take the value of the land and the value of the house and add them together. That gives the value of the property?—Yes.

Am I right in saying that your firm adopts that method of valuation in most cases?—No.

As often as the other?—No. As a rule, I use both. One checks the other.

There is invariably a difference in the two valuations?—They cannot possibly be exactly the same.

I think the most correct way is to take the mean between the two?—No.

Which do you think is the most correct?—The personal question comes in.

How?—My opinion. When I am valuing my opinion is an educated one, and I decide the basis of my valuation from my own knowledge.

Witness was then questioned as to the items he had had under consideration when making his valuation of the property which was the subject of claim. He estimated a reduced rental because the property had been converted from a marine lot into an inland lot and was pushed back 600 feet from the sea.

The business of the tenants was affected by the change and the property tended to deteriorate to the same level as adjacent streets. He was not aware that the claimants were owners and not occupiers.

What advantage do you suggest that the houses fronting on Reclamation Street have owing to their position?—The shops thrive by reason of the custom of the boat population.

Is that the only advantage?—They are also able to load and unload their goods across the Praya wall.

Do they?—No.

How do they?—They did at one time.

How do you know?—Because I saw them myself.

How many years ago?—Several years ago.

At the time you made this valuation they were not bringing their goods across?—They were bringing their goods to the foreshore.

His Lordship:—Is there a Praya wall?

Witness:—Yes, but it is buried by earth.

Mr. Potter:—Do they still bring their goods across?—I don't know. Judging from appearance, the foreshore seems to be let as a timber yard.

Is it in the same condition as it was when you made your valuation?—It was not so bad then as it is now.

I put it to you it was as bad?—There was a certain amount of foreshore.

Do you suggest that the 40 houses concerned depend upon the floating population?—Yes.

There must have been a large floating population?—There was.

Is there now?—No.

Was there in 1907?—Yes.

Are the boats who frequent this little harbour less than in 1909?—Appreciably less.

According to what you tell us trade in Reclamation Street is gradually decreasing?—I don't think so.

Why, if there are not so many boats as formerly?—It is flourishing because of the influx from Canton.

Witness was then questioned as to details of the valuation.

You say that the reason of this tremendous loss is that the property was converted

from a marine lot into an inland lot?—Yes, and because it was pushed back 600 feet.

Do you suggest that Temple Street is worthless?—I do, some portions of it. I am speaking of land of course in 1909.

Can you give an estimate of the damage caused by access to the sea being cut off?—No.

Questioned as to the value of land, witness said that the value of land varied according to the house built upon it.

His Lordship:—The question of Government assessment has been in my mind. I take as a test case land. I take the assessment from the tables of No. 100 for 1908-09 to be \$640. I find Mr. Ough makes certain deductions, and his claim is for \$4,746 plus 10 per cent., and the award is \$5,155. What I want to get at is whether you base your calculation on the Government assessment or not?

The Attorney-General:—The Government has its own.

His Lordship:—We are rambling a great deal, but if I know that the Government assessment is the basis of the Government calculations then the ground is clear.

The Attorney-General:—The Government bases its award on the advice rendered by experts.

His Lordship:—If we could settle that the Government abides by its assessment.

The Attorney-General:—It is a fair basis.

His Lordship:—If in arriving at the award the Government assessment has been abandoned or abided by—that is my difficulty. I do not want to press for an answer now.

The Attorney-General:—I can't say that that is so. We are here to sustain the award.

His Lordship:—I would like to know if the Government abides by its assessment.

That would seem to me to be a reasonable attitude.

The Attorney-General:—It is a guiding star, so to speak. We are prepared to say that the Government has based upon that and certain other elements which guide the expert.

His Lordship:—Then you throw your assessment overboard.

The Attorney-General:—There is a tremendous difference between the award and the amount of claim. We are prepared to explain how this form of the Government is arrived at.

The hearing was again adjourned.

THE THEATRE ROYAL.

"SWEET NELL OF OLD DRURY."

Mr. Matheson Lang, Miss Hutin Britton and the Lang-Holloway Company could have no better testimony of public appreciation than the fact that last night—the fifth of their season in Hongkong—the attendance at the theatre should have beaten all records, and that scores of people were unable to obtain seats.

On each of the previous nights the Company has played to full houses, but additional seating accommodation had to be provided for last night's audience, and many stood throughout. The play is the story of the Drury Lane orange girl who became a king's favourite in a period when kings set a fashion for barbed immorality and utter disregard of the conventional virtues. The scenes picture for us, first, Drury Lane with Nell Gwynne, selling oranges to theatre-goers, unconsciously introducing herself in this capacity to the King, of whose identity she was at the time unaware. Next we see her installed in a fine house as the King's favorite. The story of the play discloses that she has been deeply sensible of a debt of gratitude to Lord Lovelace who in his compassion for her as a child had secured her father's release from prison. Young Lovelace is the object of a malignant conspiracy hatched in Court circles, becomes branded as a traitor and is obliged to flee the country. On learning that his sweetheart is being forced into a hated marriage he returns and secretly seeks Nell's counsel as to the means of preventing the marriage. Nell's feelings towards Lovelace are known to the other ladies at Court, and these contrive, with the assistance of the notorious Judge Jeffries to secure the arrest and condemnation of Lovelace as a traitor and to represent to the King that Lovelace was Nell's lover. When the King had signed the death warrant Nell appears on the scene and furnishes him with convincing proof of the whole conspiracy. Virtue triumphs and rascality meets its due reward.

Miss Hutin Britton, of course, played the title rôle, and whether as orange girl or first favourite of the king, she was most convincing, except perhaps for occasional lapses from the Irish brogue into her natural voice in the first act. Mr. Matheson Lang as the King played the part as to the manner born, and was altogether admirable. Mr. Stevens made an excellent Judge Jeffries and Mr. Hugh Owen was also good as Lord Lovelace. The large audience was most enthusiastic both during the play and when the curtain fell.

To-night the Company play "Roméo and Juliet" and in another column we publish an interesting analysis of the play, from the pen of Mr. Matheson Lang, in which all students of Shakespeare will be interested.

COST OF BRITISH LIGHTHOUSES.

An account of the General Lighthouse Fund for the year ended March 31, 1911, issued last month, shows that the total income from lighthouses in the United Kingdom and British lighthouses abroad was £536,450, and the expenditure £508,823.

The light dues collected in the United Kingdom amounted to £460,819, whilst interest on investments brought in £10,250.

MACAO.

[FROM OUR OWN CORRESPONDENT.]

THE NEW TROOPS.

There is something pantomimic about the arrival of a brave show of troops from Africa and their transfer to Timor. They were sent here by the Lisbon Government for the defence of the Colony, and yet almost as soon as they have arrived, they are put under orders to go away again.

THE "PATRIA."

The news has reached here that the gunboat *Patria*, which left here under urgent orders for Timor some weeks ago, is laid up at Sourabaya, awaiting authority from the Home Government to go into dock there for necessary repairs.

PIRACY IN MACAO WATERS.

Pirates are constantly giving evidence of their activity in the river and rada notwithstanding that the Government recently chartered and armed a number of private launches for patrol duty. The river gunboat *Macao* has now been ordered on patrol duty.

THE ALLEGED EMBEZZLEMENTS BY POST OFFICE OFFICIALS.

Very soon a whole year will have elapsed since the Postmaster-General and an assistant were placed under arrest on a charge of embezzlement. The case seems to have been quite forgotten by the Court. These men are still locked up and have not yet been brought to trial. In this a specimen of the "immaculate justice" which was promised on the inauguration of the Republican régime?

THE DIOCESAN BOYS SCHOOL.

PRESENTATION OF PRIZES.

His Lordship the Bishop of Victoria presided at an enjoyable function in the Diocesan school yesterday, when the annual presentation of prizes took place. The Director of Education, Mr. J. R. Wood, was also present.

The report of the Headmaster which was read by Mr. Sykes showed that the average daily attendance was 273.2, the highest yet recorded. There was a preponderance in numbers in the upper division. The report further stated that 37 boys entered for the Oxford Local Examination. Of these passed, eight in the senior, seven in the junior and 19 in the preliminary. The Director of Education, as a result of his annual examination awarded the school, for the eighth year in succession, the highest Government grant.

The school had a successful year as far as sport was concerned, especially on the football field, and at cricket and tennis the boys showed their capacity.

The Bishop expressed himself as highly pleased with results achieved by the school and congratulated them on the splendid report. He spoke at some length on the subject of examinations, pointing out that the sole object of examination was not to cram students with book learning, but to instil in them a love of knowledge and study. He further impressed on the pupils the necessity for the cultivation of character, which was, he claimed, better than knowledge.

SPORT AND PASTIME.

SOLDIERS CLUB BILLIARD TOURNAMENT.

The fifth and sixth games between 87 Company R.G.A. and the B.N. Dock and Police in connection with the above tournament were played on Tuesday night resulting in 87 Company increasing their lead to 118. They should therefore stand a very good chance of entering the next round as there are only two more games to be played. The first game was between Sergeant Heath and Mr. Webb, and a very interesting game was witnessed. Sgt. Heath winning by 62, his chief breaks being 22, 10, 18, 12 and 14 the only double figure break of Mr. Webb being 10.

The second game was played between Coy. Sgt. Major Taton and Sgt. McKnight of the Dockyard Police. This was a very close game, Sgt. Major Taton leading until he obtained his final point, when Sgt. McKnight just managed to beat his opponent by 7 points. The highest breaks of this game were Sgt. Major Taton 11.10 (twice), 18.12 and 15. Sgt. McKnight, 12 (twice), 15.10.11 and 15.

Scores: Sgt. Heath ... 250 Mr. Webb ... 188 Sgt. Major Taton 243 Sgt. McKnight 250

WHIST DRIVE.

A very enjoyable evening was spent in the Royal Artillery Theatre on Tuesday night, the occasion being a mixed whist drive, given by the W.O.S. Staff Sergeants and Sergeants of the R.G.A. The arrangements made by the Committee left nothing to be desired. A large number were present including representatives of the Army, Navy, Volunteers, Civil Service and Police.

The prize winners were as follows:—

Ladies—1st prize Mrs. Harrison; 2nd, Mrs. Charlton; 3rd, Mrs. Milner; 4th, Mrs. Raemussen; 5th, Mrs. Packer; 6th, Mrs. Fuller; and consolation prize, Mrs. Cutler.

Gentlemen—1st prize Mr. Fraser; 2nd, Mr. E. Jones; 3rd, Mr. Dean; 4th, Mr. Wroford; 5th, G. S. M. Hurlb; 6th, "Captain Kettle"; consolation prize Sgt. Jones.

The hidden prize was cut for by 9, and won by Mr. Campbell. The prizes at the conclusion were presented by Master Gunner Muir. Dancing took place after the whist drive and the proceedings terminated shortly before 2 a.m., all present having spent a very enjoyable evening.

NOTES AND NEWS.

THE PAGAN CHILD.

A correspondent in the *Spectator*, commenting on the untheological and unpoetical quality of many children's sayings, adds an interesting budget to support her view, mostly the remarks of French children. One of Etienne's remarks, showing his familiarity with the Scriptures, was, "God told Abraham to cook Isaac." Yet another French child said, "Am I going to Heaven today, mère? You said I should if I were good, and I have been good." I want to know, because I must pack up." These are English children's mots: "Pull down the blind; I don't want the angels to see me in my bath." "Is God everywhere?" "Yes." "In my room?" "Yes." "Then I won't get up until He is gone." But perhaps one of the sharpest child-sayings of the collection is the following:—Scene: A Paris Salon. A very smart lady calls. Mother and father are present. A small boy, Raoul, says to the lady: "Will you, please, put out your tongue?" She does so. "Ah! it isn't true. Papa told me you had the tongue of a viper." History, ecclesiastical this time: Paul: "Ethel, do you know you are made of sugar and spice and all that's nice?" "It's not true, Paul. God made me!"

ST. ANDREW'S DAY IN JOHANNESBURG.

The Transvaal Leader of December 1st published the following chronicles of the banquet of the Caledonian Society:—

and it came to pass that in the land of Johannesburg dwelt certain strange men from the North, even from the Land of Oakes, which is by the sea of the Channel of Ireland, and which is adjacent to Anglia.

Now the wise men of the congregation of these strange sojourners did gather themselves together, and spake one to the other, saying, "It is a goodly thing that we dwell in this land, whereby we obtain much substance, but let us not forget the land of our forefathers, the Land of Soordook an' Haggis."

So they proclaimed a great feast, and there came men thereto speaking strange tongues, and the elders of the land came also. Then sat the people to the feast, and each man ate mightily for the space of two hours and a half, and no man spake unto his neighbour.

And, as they ate came forth men in many-coloured raiment, bearing in their arms musical instruments shaped like unto a beast of prey, and they blew, as it were, upon the tail thereof, and there issued forth shrieks and sounds like unto the howlings of the damned. And the hearts of the people were comforted, for this is that wherein their great strength lieth.

And they brought forth a strange dish bearing the device, "Haggis." Now this is a good mystery, the meaning whereof no man knoweth.

Then rose up the wise men of the congregation and related the mighty deeds of their forefathers. And many wept, for they had eaten and drunken to the full.

And it came to pass that as they rose to depart there were strange sights in the heavens, and one said: "I see three moons"; and another said: "I see two moons"; and a third said: "I see nothing." They came from the land of Baileyrone, and were mighty men of valour.

And as they went home many fell by the wayside, and the next day being the first of a new month, they lamented and took no food that morning, but men brought unto them cunningly devised drinks, yea, even "Pick Me Ups," and they were comforted.

And they said unto themselves:—"It is good to remember the land of our birth."

MILLIONAIRE FOR A DAY.

New York on the 11th ult. expected to welcome to its midst John Jay McDevitt, ex-tramp, confectioner, milkman, politician, of Wilkesbarre, Pennsylvania, who, having saved £258, announced his intention of living on it like a millionaire for one day. McDevitt engaged the services of a personal physician and valet to attend him on his expedition, for which he chartered a private railway car at an expense of £70. He proposed to spend £200 on a dinner at the Waldorf Astoria Hotel and afterwards squander the rest of his money in a manner worthy of a millionaire spendthrift. The newspapers, who had been illustrating the possibilities of McDevitt's plan in characteristically humorous fashion, were sending special correspondents to describe how he was training his valet and giving orders like a veritable Christopher Sly.

SIGHT RESTORED BY GRAFTING.

At the Académie des Sciences in Paris last month, a report was read of a wonderful operation performed by Dr. Magliot, who has succeeded in grafting a human cornea, which had been kept in a state of slackened vitality, on the eye of a youth of 15, who had almost completely lost the sight of that eye owing to a lime burn. He was treated, according to Dr. Magliot's method, the grafted cornea having been taken off another eye eight days before. The operation was performed eight months ago, and now the patient is said to be able to go about alone.

RAILWAYS AND INFIDELITY.

Many of the peculiar ideas and rash prophecies associated with the earliest days of railways are well known, but the *Railroad Man's Magazine* has discovered one which is probably new:—"In the town of Lancaster, Ohio, in 1828, a party of young men asked permission to use the school-house for a debate on the subject of steam railways, of which vague rumours and curious speculation had entered the public mind. To that request the school authorities replied: 'You are welcome to the use of the school-house to debate all proper questions, but such things as railways are impossibilities and rank infidelity. There is nothing in the Word of God about them. It is a device of Satan to lead immortal souls to perdition.'"

THE YOUNGEST GRANDMOTHER.

Under the title of "La plus jeune grand-mère du monde," a Paris contemporary gives an account of Mme. Kuni Medzukami, a farmer's wife in the village of Takito, in the province of Ido, in Japan. If the facts are as stated, the lady's claim to the distinction conferred upon her by our contemporary must be unassailable. Mme. Medzukami is now 28 years of age. She was married when she was 13, and her daughter is 15. The daughter was married 4 years ago, and she has just given birth to a boy. The grandmother of Mme. Medzukami is still alive. She is 92 years of age, and is the grandmother in the fourth degree of the baby recently born.

NEW PACIFIC MAIL BOATS FOR THE ORIENT.

FOUR LEVIATHANS TO CAPTURE PANAMA TRADE.

According to the *San Francisco Call* of the 10th ult. Mr. H. P. Schwerin, Vice-President and general manager of the Pacific Mail Company, who left that city a few days before, for New York, took with him the plans and specifications for four leviathan liners which will cost \$11,500,000 and which will be operated between New York and the Orient, via the Panama Canal, San Francisco and Honolulu.

The shore engineering staff of the Pacific Mail Company worked night and day for more than a week prior to Mr. Schwerin's departure completing the plans and specifications, which call, it is said, for four of the finest ships ever launched from American yards.

The new ships are to be 680 feet long and 75 feet in beam. As they will be used through the canal, their draught loaded will be only 30 feet. This comparatively light draught is made possible by the great beam. The ships will have accommodation for 300 first-class passengers, 200 second-class and 300 third class or steerage. There will be 20 state rooms with a bath-room, and the storage passengers will be housed in state-rooms instead of large dormitories as is now the custom.

They will be twin screw ships of 16,000 horse-power and will be able to make 17 knots an hour. Each ship will be able to carry about 17,000 tons of freight, and they will all be oil burners.

They will carry oil in the double bottoms and in two big tanks, one forward of the engine-room and the other aft. They will take their main supply of fuel at San Francisco, but an auxiliary oiling station will be established at Honolulu. The ships will make the run from New York to San Francisco in 17 days.

From New York to Honolulu they will operate under the protection of the coastwise shipping laws. In the direct trade between San Francisco and the Orient, they will compete at a disadvantage, as regards cost of operation, with foreign competitors, but it is believed that the superior size and equipment of the new ships will insure them a big share of the open business.

BRITISH EXPORTERS AND MODERN METHODS.

A GERMAN EXAMPLE.

Writing to the *Times*, Mr. G. D. Campbell, of the firm of Messrs. G. D. Campbell & Co., of Weymouth Bridge, N.S., says:—

I enclose reply to a British manufacturer offering goods for the market. I recently received also a similar letter offering other goods from Germany, and the Germans gave me quotations in dollars and cents landed right here at Weymouth Station.

Now I should like to point the difference before the British exporters the difference between giving me a figure f.o.b. England as the British exporters invariably do when quoting, and the German method of giving me prices landed down at my station here in Canada.

In the first instance:—We have to hunt up the Canadian Pacific Railway headquarters in London, to learn the rates from England to my station; then we have to hunt up an old exchange book that has never been used possibly for 20 years to find out the pounds, shillings, pence, and farthings it would be in dollars and cents, and the particular line of goods at so much per ton of 2,240 lbs. or tons, hundredweights, quarters, stones, and pounds when figured down to our 2,000 lbs. tons. Then get the tariff book and figure out the duty and the preferential rebates.

which is quite a problem in mathematics to a way man who wants to try his goods in fifteen seconds instead of a half-hour's calculations.

Is it any wonder that the German can even afford to pay the 25 per cent. preference and get the business by his more business methods?

I venture to say that there are millions bought where if the man had to stop to make his choice between these calculations and buying at a figure that he knows would not him a good profit without making these calculations—in ninety-nine cases out of a hundred the German at the business every time. It was only a year or two since that an English dealer came here with a line of hardware and some other goods; the goods were all right, and I tried to persuade him to figure out his price list in dollars and cents. That man insisted that my buyer should do it—a man who is busy all his time idling on his hands. He refused to take my advice and figure out his goods in dollars and cents, with the result—He, of course, lost the business; and he came here for two years—the third year he dropped out because the second year our salesman had bought elsewhere from another party who quote him local prices.

I believe also that millions of the trade that uses across the border into the United States could be turned into the British channels if we could get a British reciprocity trade in dollars and cents and the 75 per cent. preferential tariff at the same time—in brief, the "British dollar and cents and a request from Great Britain for lower tariff, and the same as the Yankee asked for last year (and came a little too near getting it). It would be immensely popular in Canada if the British people would only ask us to do business, as the American people do not scruple to do.

It is astonishing to a business man in this country to see how keenly the American are after our business, and what they will offer us to get it, and the same time see how I differ from the English are to get it. Now I have this difference in only apparent, and a very little effort on the lines I suggest would reduce the trade across the border, and immensely increase the British preferential trade.

Send us an invitation from the British people for a preference of trade in British goods and prices in dollars and cents in Canadian tons and pounds, and not in stones, quarters, hundredweights, and long tons.

CANADIAN MISSIONARIES IN CHINA.

The *Times* correspondent at Ottawa cabled on the 15th ult.:

Some comment is being made by the Canadian Press on the cabled report that the Commander of the British gunboat *Widgeon* at Holsing refused protection to 25 Canadian missionaries who were fleeing from Chengtu in Western China.

Mr. Bryson has asked the Government to investigate the report and Mr. Hazen, Minister of Marine, has promised that this shall be done.

INTIMATIONS

ITCHING WAS SOMETHING TERRIBLE

Felt as if He Could Tear Leg Off. Could Not Sleep. Would Wake Up and Find Knee Covered with Blood from Awful Scratching. All Sorts of Ointments Failed.

Cuticura Ointment Cured Completely.

"I have been affected on my knee for about two years with what the doctor called eczema, caused by varicose veins. I suffered most when I got warm in bed. Then the itching was something terrible. I felt as if I could tear my leg off, and I could not sleep. And I would wake up and find my knee covered with blood through my awful scratching. I tried all sorts of ointments such as ... and an ointment from my doctor, but it was all of no use. They did no good. I would take my things off myself when I was alone, and I would take my things off to look at the itching and scratching and you can think how I felt."

"Finally I tried a little Cuticura Ointment which made such an improvement that I bought a box of it which cured my trouble completely. I am a member of the ... Club, and I recommend the Cuticura Remedies to all the clubs I play against for all skin troubles." (Signed) J. Murray, 24, Buxton St., Pendleton, Mr. Manchester, Lancs., Eng., May 21, 1910.

Cuticura Soap and Ointment afford the most economical treatment known for affections of the skin and scalp. A white tablet of Cuticura Soap and box of Cuticura Ointment are often sufficient. Sold throughout the world. Beware of cheap imitations. Cuticura Remedy Co., New York, U.S.A. B.K. Paul, Calcutta; G. Africa, London; W.D. & H.O. Wills, Bristol; J.B. & C. Co., Cape Town, etc.; U.S.A., Potter Drug & Chem. Corp., sole U.S. agents, New York, N.Y. Cuticura Book on treatment of the skin.

And I used to be ashamed of myself when I would take my things off to look at the itching and scratching and you can think how I felt."

"Finally I tried a little Cuticura Ointment which made such an improvement that I bought a box of it which cured my trouble completely. I am a member of the ... Club, and I recommend the Cuticura Remedies to all the clubs I play against for all skin troubles." (Signed) J. Murray, 24, Buxton St., Pendleton, Mr. Manchester, Lancs., Eng., May 21, 1910.

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And I used to be ashamed of myself when I would take my things off to look at the itching and scratching and you can think how I felt."

LIVER DISEASE IN CHINA.

ITS CURE AND PREVENTION.

This complaint which, most probably, begins with pain in the right side and shoulder, fever, nausea, constipation and semi-jaundiced skin, is far too serious to be ignored, and such symptoms should cause the sufferer to seek the nearest medical aid. In places where this cannot be readily obtained, however, "free" purgation with calomel, compound jalap powder or sulphate of magnesia, concentrated over the side and very spare diet, excluding meat and alcohol, will "to quote that distinguished medical authority, Sir Joseph Payer—"probably give relief, and may stave off inflammation and consequent abscess."

In these cases, diet exercises an important influence, and European sufferers are apt to feel particularly weak when they first exclude the meat and alcohol to which they have been accustomed. This feeling can, however, be relieved with consummate ease by the simple process of using Sanatogen. Consisting of 95 per cent. of the body-building part of pure milk, chemically combined with 5 per cent. of glycerophosphate of sodium—the form in which phosphorus is found in the nervous system—Sanatogen supplies a concentrated nourishment for brain and body, blood and nerves, in the condition in which it can be most readily absorbed by the tissues.

Moreover, Sanatogen is so easily digested that it puts no strain on the disordered stomach and liver, and it rapidly brings about that feeling of well-being which is so essential for the vigorous enjoyment of life. These statements can all be easily verified, for every reader must have among his acquaintances many people who have derived benefit from Sanatogen, since it is so universally used in China, both by the advice of the physician and on the recommendation of those who have themselves derived benefit from its reinvigorating, revitalising and curative power. One of the most distinguished physicians in Calcutta writes:—"I am using Sanatogen in a case of disordered liver, sleeplessness and gastric derangements with cerebral neurasthenia. I am glad to inform you that the patient is nearly all right."

Sanatogen can be obtained at all chemists. [99-124]

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APIOL-STEEL
PILLS

A French Preparation for all Disorders of the Liver and Gall Bladder. It is the only medicine that can be taken in any form of food or drink. It is the only medicine that can be taken in any form of food or drink. It is the only medicine that can be taken in any form of food or drink.

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Warm Days
bring with their pleasures some discomforts. Then it is really refreshing to remove every trace of dust and perspiration by using

Calver's
Toilet Soap

and any day it is a good soap to choose for ordinary toilet use. Pure and cleansing, pleasantly perfumed and antiseptic—for 10% crystal carbolic is incorporated with it—you will find it not only excellent for the skin and complexion, but also a protection against contagion.

Your local Chemist or Store sells it in three tablet boxes.

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It increases vital energy and nerve force, cures NERVOUSNESS, ANEMIA, and all nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

THE CHINESE FRONTIERS OF INDIA.

LORD CURZON ON DELIMITATION.

A meeting of the Royal Geographical Society was held in the Theatre, Burlington Gardens, to hear a paper on "Chinese Frontiers of India," by Mr. Archibald Rose, British Consul, Tengyueh, Yunnan. Lord Curzon of Kedleston, President of the Society, occupied the chair, and among the large and representative company present were

Sir F. Youngblood, the Hon. Stanforth Smith, Sir Henry Bulwer, Sir Clement Hill, Sir Lewis Beaumont, Captain Dray, Colonel Maunsell, Mr. D. W. Freshfield, Mr. Douglas Carruthers, Colonel Headley, and Colonel Close.

Mr. Rose said there were few countries which should prove so satisfactory in the relationship of a neighbour as China, with her peace-loving and slow-moving people, and her administrative genius. India would be happy indeed on her north-east frontier if China prove true to her tradition, and if she would consent to learn and to fulfil the duties which civilization demand from the nations whose borders marched with those of sister Powers. Signs were not wanting that this would be a hard lesson for her to learn. She had grown so accustomed to a tribal fringe—to the barbarian borders to the north and south and west of her broad domains—that she was slow to realize the rapidity with which her modern advance was bringing her to new and undreamed of frontier conditions.

THE PROBLEM OF THE FRONTIER.

On all sides of the frontier were broad problems of exploration, the unknown reaches of the Brahmaputra, and the white patch on the map through which the Upper Salween flows. There were unclaimed mountain peaks with eternal snows within but a few miles of semitropical valleys, great rivers and broad deserts, grassy treeless plateaux and evergreen forests. Then there was the fringe of tribesmen from the Hunza Nagars to the Abors, the Tibetans to the Shans, sounding every note in the gamut of human development. Some could boast proud and ancient civilizations, some still remained in a state of primitive barbarism, yet all were merging into the two Empires to whom fate had entrusted their welfare and in whose hands by their future government and administration, for there could be no stopping of the clock, the process of absorption was as inevitable and as unresisting as the sun in its course. Perhaps it was this relentless force of nature which had brought the question of the frontier so forcibly to our notice in the course of the past few years. China was awakening to her responsibilities as much as to her rights. She was founding an army, a representative Government, a modern learning, and a new Press. Sometimes the times seemed out of joint, the internal situation would not balance itself, the external situation became top-heavy, and then clouds gathered on the frontier horizons. She had shown a wonderful skill in the peaceful absorption of some races—Murus and Lisus, Kachins and Shans—having all been gathered at times, without too much trouble, into the family of the Sons of Han. Now she was engaged with a new problem, with the absorption of the Tibetan peoples, and it might be that this would prove a more difficult task, for in the past there had been a tendency for nature to assert herself in the opposite direction, and for the stronger personality of the Tibetan to engulf the emigrant Chinese. Perhaps this would prove an insuperable difficulty to China's new ambitions in Tibet. If so, it was difficult to know what would happen, for it was hardly possible that she could maintain a heavy expenditure for her military and administrative machinery on the Tibetan border for an indefinite time, and we had yet to learn if the bold spirit of the Tibetans would consent to a purely Chinese rule not backed by overwhelming forces. Be that as it may, the border problem remained the same, India and China must meet along some thousands of miles of frontier and meet as neighbours, willing to work hand in hand towards the solution of those difficult border problems which beset them both—the administration of the tribes, the substitution of justice and law and order, of well-protected trade and agricultural prosperity, for the feuds and individualism and poverty that have marked the tribal belt in the past.

CHINA AND BRITISH.

India had held out the hand of friendship on all sides, had tried to carry into her Chinese relations that broad reasonableness without which nothing could be accomplished. The Chinese should prove the best of neighbours for us, and there was, he thought, every reason to welcome their administrative advance, so long as it continued in a spirit of neighbourliness and good accord, laying aside small prejudices and striving for the greater good of all the frontier peoples. These Chinese had an undoubted liking for us, for they knew that they might expect from the English fair treatment and just dealings; and in travelling through many provinces of China he had never once been met by a discourteous word or an unfriendly action from the people. As there was no dream of aggression from the direction of India, so he believed that there need be no danger to us in the recent Chinese advance—no yellow peril on the Indian borderland. Events, however, were moving apace, and we were reminded of Lord Curzon's warning that "Frontiers are the razor's edge on which hang suspended the most serious issues of peace or war, of life or death to nations." It might be hoped that China would realize the value of British friendship, in her future ambitions as in her past sorrows, and that she would be willing to meet us in a fair and reasonable spirit on the far-reaching Indian frontiers of Yunnan and Tibet.

LORD CURZON'S SPEECH.

The President said the most remarkable political-geographical fact in the modern world was the degree to which in Asia, and growing more in Africa, frontiers were growing together, and parts of the world which had hitherto been remote and regarded as unapproachable were falling under the influence of this or that Great Power. No man's lands were rapidly disappearing. Independence was giving way to protectorates and spheres of influence; and boundaries which a few years ago were fluctuating or traditional, or in some cases non-existent, had become fixed, regular, and definite. Hitherto this process had been, in the main, due to the advance of Great European Powers. In Asia these had been Great Britain, Russia, and France. But China was now, for the first time to be seen as a growing, pushing, and assertive Power, and it was desirable that those who were interested in our Eastern possessions should regard it with a watchful, although certainly not with a jealous eye.

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CHINA AND TIBET.

The most conspicuous sign of China's advance was to be seen in Tibet. That was not the proper occasion for him to make a speech on Tibet, but he would say in passing that he greatly regretted that China had been encouraged by our action, or inaction, to resume and tighten, even to recreate, what was once but a nominal suzerainty over Tibet. Tibet ought to be a buffer country between our Indian Empire and any other Power, and it was an unfortunate thing that the Tibetans, who were friendly disposed towards ourselves, should be allowed once again to fall under the subjection, if not the servitude, of another Power. The Government of India had always set before themselves the policy—and they were pursuing that now—of making the boundary line, if possible, identical with the physical watershed. He hoped that at no time would there be any misunderstanding about the fact that Nepal, Sikkim, and Bhutan were places that fell within the political frontier of India, and that under no circumstances would any other Power be allowed to tamper with them in any way whatsoever. He ventured to lay down as a general proposition to guide us in the future that it would be wise for a definite frontier in the regions spoken of by Mr. Rose, and, as a necessary corollary to that, not to allow those frontiers when fixed to be encroached upon or impaired. It did not necessarily follow that when we fixed a frontier we should carry out administrative duties right up to that frontier. Although he had heard the British and India Governments accused of aggressive designs, he had never himself met a Government that was anxious to extend its rule over turbulent mountain tribes. All that was necessary in fixing a frontier was that that frontier should be recognized by the Great Power on the other side, that the tribes which lay on our side should acknowledge our political influence, and refrain from interfering with the other Great Power or harassing people who were within our boundary. There was no reason whatever why there should be any quarrel between ourselves and China. The general temper of the Chinese people was affable towards us, there were no interests at stake to justify a quarrel, but the surest way to avoid a quarrel was to display decision at the earliest stage, to fix our frontier, and to show that we would not allow it to be infringed. (Hear, hear.)

EXPLORATION IN THE FUTURE.

If he were asked where he thought the finest work was being done by Englishmen at the present moment he would not point to the British House of Commons (laughter), he would not point even to the cricket field at Adelaide—although, so far as he could see, pretty good work was being done there (laughter and "Hear, hear"); but he would point to the frontiers of India and to the work done by Mr. Rose and other young men like him. (Hear, hear.) He would also say there could be no greater mistake than to suppose that the work of exploration was over. In Asia alone there were hundreds of thousands of square miles of unknown territory waiting to be explored. Indeed, there was enough work for travellers and explorers for a hundred years. (Hear, hear.) He believed that successive Presidents of the Royal Geographical Society would have for the next 50 years the pleasure of presenting the Society's medals to explorers whose work would be as good, if not so showy, as any that had been done in the past; and that at the end of the 50 years it would take geographers another hundred years properly to digest all the discoveries up to that time. (Laughter and hear, hear.)

ATEST STEAMER MOVEMENTS.

The str. *Willenden* left Tacoma on the 29th ultimo for Hongkong and Manila via Japan ports.

The I.G.M. str. *Prins Ludvig*, which left here on the 10th ult., at noon, arrived at Genoa on the 6th inst., at 11 a.m.

SPECIALITIES.

SEND for our own make—

PORK SAUSAGES,
BEEF SAUSAGES,
PRESSED BEEF
BRAWN,
CORNED BEEF AND CORNED PORK

We guarantee satisfaction.

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THE BEST OF EVERYTHING IN LONDON AND THE CONTINENT.

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ROBINSON PIANO Co., Ltd.

[49-2]



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"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

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and from ALL WINE MERCHANTS.

NEW CARTRIDGES.

BY popular English Manufacturers. In all

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SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 888. at \$6, \$7

and \$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO

Hong Kong, 26th October, 1906 [1272]



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No. 2, Pedder Street, Hongkong.

Hongkong, 10th August, 1911 [663]

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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND

SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Morea"
From Australia ex s.s. "Mooltan"
From Persian Gulf, ex s.s. "D. I. S. N."
and R. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 a.m. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 2nd February, 1912. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID,

SUEZ, ADEN, COLOMBO AND

SINGAPORE.

THE Company's Steamship

"BOHEMIA"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risks into the hazardous and/or extra

hazardous Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

Kowloon, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersecretary before Noon on the 11th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9.30 a.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th inst. will be subject to rent.

Hills of Lading will be counterchecked by SANDER, WIEBER & Co., Agents.

Agents' Building.

Hongkong, 5th February, 1912. [3]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "OHIO MARU."

FROM SAN FRANCISCO, HONOLULU

AND JAPAN PORTS.

THE above-named Steamer having arrived,

Consignees of Cargo are hereby notified

to send in their Bills of Lading for Counter-

signature, and to take immediate delivery of

Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 9th inst., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 12th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before MONDAY, the 19th inst., otherwise they will not be recognised.

K. MATSUDA,
Agent.

Hongkong, 6th February, 1912. [234]

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

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Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent Sizing Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

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MANCHURIA	27,000	...	SATURDAY, 10th Feb., at 1 P.M.
MONGOLIA	27,000	...	SATURDAY, 2nd March, at 1 P.M.
KOREA	18,000	...	TUESDAY, 2nd April, at 1 P.M.
SIBERIA	12,000	...	TUESDAY, 16th April, at 1 P.M.
MANCHURIA	27,000	...	TUESDAY, 30th April, at 1 P.M.
INTERMEDIATE	Tons	Starting	
NILE	11,000	...	FRIDAY, 23rd Feb., at 1 P.M.
PERSIA	9,000	...	TUESDAY, 26th March, at 1 P.M.
CHINA	10,200

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TELEPHONE No. 141

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 8th FEBRUARY, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

FRIDAY, 9th FEBRUARY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 11th FEBRUARY.

The Company's Steamship "SUI AN" will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m. N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE IND-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 559 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LIVAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Hongkong Hotel. [143]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN EMPIRE	9th Feb. 8th March	Saturday, 2nd March. Saturday, 30th March.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to

GIBB, LIVINGSTON & Co., AGENTS.

TOYO KISEN KAISHA. WESTERN PACIFIC DENVER AND RIO GRANDE. TOYO KISEN KAISHA. TRANS-CONTINENTAL.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU... 21,000 tons.
S.S. CHYO MARU... 21,000 tons.
S.S. SHINYO MARU... 21,000 tons.

S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE).

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank battleship, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LAOY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE.
LONDON & ANTWERP	"CARMARTHENSHIRE"	On 28th Feb.
LONDON, ROTTERDAM & ANTWERP	"GLAMORGANSHIRE"	On 15th Mar.

All steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 24th January, 1912.

MARGUERITE AND LOUISE.

A TRUE AND PATHETIC STORY OF PARIS LIFE.

(By John N. Raphael in the Evening Standard).

I am going to tell you a story which happens to be true. It was told me by one of the two women in it to explain her great love for the other, a love which is like that of Jonathan for David.

Marguerite was twenty and Louise was twenty-three. Marguerite sometimes earned as much as half-a-crown a day dressmaking, which she preferred, although her eyes were weak, to employment in a factory, where she earned less though she earned it more regularly. Louise earned eighteenpence a day, sometimes by painting scrolls on cheap fans. And the two girls were starving. I said girls. Louise had a husband and two children. The husband had left her, the children were babies, and she wonders now how she managed to keep them. The babies were out in the country, and it occurred to Louise and to Marguerite that they would be more comfortable together than if they starved apart. So they moved into one tiny room, and they slept by turns on the one fold-up bedstead.

But they lived, did Marguerite and Louise. They were almost happy until Louise fell ill. For Louise was a laughing-maker of the two. She was Parisian born and bred. Marguerite had been in Paris only two years. Marguerite missed the wind-swept fields, the little rivulets, the little woods, the open spaces, and the fresh air of the country, and she missed them very silently. Louise knew nothing of the "country" beyond the Bois de Boulogne, the Bois de Vincennes, and the dirty little terraced garden of the Buttes Chaumont. But she talked and laughed all day long, and Marguerite sat silent.

AS PRETTY AS A DOLL. She was a tiny little bit of a thing, as pretty, Louise says, as a doll out of a shop. She had plump little hands with dimples in them, capable little hands, though, which knew how to use a needle. She had a little round face, and when she was in trouble here forehead wrinkled into puckers like a baby's. But behind the puckered forehead and the big china-blue eyes, which were not strong enough to stand the strain of needle-work, Marguerite dreamed and thought. Louise had no time and less wish to dream. Her one wish was to make Marguerite smile, and every now and again she looked at Marguerite and thought to herself that she had the most beautiful hair in the world.

So when Louise fell ill and went to hospital Marguerite became very miserable. But Louise underwent an operation and got well very quickly. She was just the cheerful, good-tempered soul to get well quickly. But before she was strong again, a week after she had left the hospital, she had to sleep on the mattress, and Marguerite got the small bed every day. For Marguerite fell ill and Louise knew that Marguerite could only live if she were operated on. Marguerite wouldn't hear of it. Worse than that, Marguerite wouldn't hear of being taken to the hospital. She had a horror of the hospital, she said, since she had been to see Louise there.

WORK AND ILLNESS. But, as Louise told her, stopping at home meant money for medicine, and perhaps a doctor; it meant money for food, and there was hardly enough for the rent when only one of them was working. Then Marguerite sat up in bed and worked, and Louise pulled the stitches out, and did the work again, when Marguerite was sleeping. One day poor little Marguerite became so ill that Louise refused to give way to her. She spent their last franc on a cab, and took her friend to hospital.

"She should have come before," they told her, as she was carried upstairs. And Louise, who knew what that meant, went away crying. Marguerite got worse, much worse. "I don't know whether I believe in Heaven," says Louise, "but Marguerite looked like a baby angel. But she was weaker and weaker and weaker each time that I saw her, and I knew that she didn't really want to live, except perhaps for me, and who am I to live for? Then one day they told me that they would operate on Marguerite next morning, and all of a sudden an awful thought struck me. There was no money. There was no money at all. And if Marguerite died, she would have to be buried in the fosse commune."

The horror of the pauper's grave—the fosse commune, in which the poor are buried all together—is an obsession of the poor Parisians. Louise would have sold the clothes off her back to bury Marguerite decently if they would have paid for it, but she knew that they would not.

SACRIFICING HER HAIR. Presently she began to laugh. "Marguerite," she said, as the china-blue eyes opened in surprise, "I've been thinking that—her lip quivered a little—that I should like to have one good meal to-morrow, and (the tears dripping down her nose into her mouth) that if anything happens to you I should like you to—to have a pretty funeral." "Yes," said Marguerite. "And I haven't any money," said Louise, "but this." "This?" "This," said Louise, "is—anything does happen," said Louise, "with more difficulty, 'it wouldn't matter, would it?' " "What wouldn't matter?" whispered Marguerite. She was very tired, and her voice had almost gone. "Your—your hair," stammered Louise. "I—I asked the hairdresser about it yesterday. He said—'he said he'd give a lot of money for it.' "arguerite opened her eyes again. "Cut it

off dear," she said. "Wait—wait till to-morrow, but cut it off whatever happens. I should like you to have a good meal. But keep a little bit of it, if—if I die." And Marguerite closed her eyes and went to sleep.

The operation succeeded against all hope. Marguerite kept her hair, and Marguerite got well. Louise lives with her still. But they will never be in such straits again, for the Marguerite of this story, which happens to be true, is Marguerite Audoux, the author of "Marie Claire."

SHIPPING IN PORT.

ARAGONIA, German str., 3,228, C. Meyer, 6th Feb.—Shanghai 3rd February, General—Hamburg-Amerika Linie.
ARTYANAX, British str., 3,081, J. W. Road, 3rd February—Shanghai 31st January, General—Butterfield & Swire.
CHONGHONG, British str., 1,265, V. Liddell, 5th Feb.—Hong Kong 3rd February, Coal—Jardine, Matheson & Co.
CHENAN, British str., 1,350, Lloyd Jones, 4th Feb.—Shanghai 1st Feb., General—Butterfield & Swire.
CHILDAE, Norwegian str., 1,102, H. Nielsen, 29th Jan.—Bangkok and Swatow 28th Jan., General—Aagaard, Thorsen & Co.
CHINKIANG, British str., 1,229, Mathies, 6th Feb.—Wakamatsu 31st Jan., Coal—Butterfield & Swire.
CHITO, MARU, Japanese str., 7,250, W. W. Greene, 6th Feb.—San Francisco 10th January, Mails and General—Toyo Kisen Kaisha.
CROSBY, British str., 1,424, M. Courtney, 4th Feb.—Shanghai 31st Jan. and Swatow 3rd Feb., General—Jardine, Matheson & Co.
DOVER, Norwegian str., 733, Sigerland, 2nd February—Chowchow 31st January, General—We Yeh & Co.
DUNDEE, British str., 1,211, A. W. Dixon, 28th Jan.—Singapore 20th Jan.—Bank Line, Ltd.
EMPEROR OF JAPAN, British str., 3,039, S. Robinson, R.N.R., 2nd Feb.—Vancouver 11th Jan., Mails and General—Canadian Pacific Railway Co.
HAIYANG, British str., 1,363, J. W. Evans, 6th Feb.—Poochow via Ports 5th Feb., General—Douglas, Laiprak & Co.
HALLIS, Norwegian str., 1,056, G. Solberg, 6th Feb.—Bangkok and Swatow 5th February, General—China-Siam S. N. & Co.
HAXOR, French str., 1,200, G. Bouhier, 31st Jan.—Haiphong and Pakhoi 28th Jan., General—A. R. Marty.
HONGER, British str., 2,056, Kinghorn, 2nd Feb.—Singapore 27th January, General—Chinese.
HUGHOW, British str., 1,217, G. Hooker, 1st February—Cebu 27th Jan.—Butterfield & Swire.
HUISON MARU, Japanese str., 2,782, Morisada, 5th Feb.—Japan 29th Jan., Coal—Atsuta & Co.
HUNAN, British str., 1,143, J. Speed, 5th Feb.—Chefoo via Weihaiwei 30th Jan., Ground nuts—Butterfield & Swire.
JOHANN, German str., 952, M. Jpland, 3rd Feb.—Singapore and Holbow 2nd January, General—Johnson & Co.
KAIJO MARU, Japanese str., 1,800, H. Yamamoto, 5th Feb.—Moji 30th Jan., Coal—Onaka Shosen Kaisha.
LORRAINE, British str., 2,122, E. P. Smith, 5th February—Singapore 29th January, General—David, Sassoon & Co.
LOKSANG, British str., 978, Bowker, 4th Feb.—Waha 29th Jan., Rice—Jardine, Matheson & Co.
LOOSD, German str., 1,020, G. Schultzen, 5th Feb.—Bangkok 25th Jan., Rice—Butterfield & Swire.
LUCERNE, British str., 4,100, J. Mathis, 20th January—Seattle and Moji 16th January, Flour—Bank Line.
LUCROW, British str., 1,216, Ainlie, 28th Jan.—Wakamatsu 33rd Jan., Coal—Butterfield & Swire.
MANCHURIA, American str., 8,750, A. Dixon, 6th February—San Francisco 3rd January, General—Pacific Mail S.S. Co.
MAISAN, British str., 1,646, G. W. Weigall, 1st Feb.—Saudakun 26th Jan., Lumber and General—Jardine, Matheson & Co.
NILE, American str., 3,313, Eccleston, 18th Jan.—Southampton 13th Dec.—Pacific Mail S.S. Co.
PRESANULOK, German str., 1,267, D. Reimers, 5th Feb.—Bangkok 27th Jan., Timber—Butterfield & Swire.
PONGOW, German str., 998, W. Botsch, 4th Feb.—Bangkok 22nd Jan.—Butterfield & Swire.
QUARTA, German str., 1,145, H. Modsen, 5th Feb.—Manila 1st Feb., Flour—Sander, Wieler & Co.
RECORDE, British str., 677, W. J. Kemp, 5th February—Singapore 23rd Jan., Coal—Order.
SABINE RICKMERS, Dutch str., 573, De Tries, 30th Jan.—Singapore 23rd Jan., General and Krocos oil—Asia Petroleum & Co.
SADO MARU, Japanese str., 6,627, K. Asakawa, 6th Feb.—Shanghai 3rd Feb., General—Nippon Yusen Kaisha.
SHINJO MARU, Japanese str., 2,893, Murase, 4th Feb.—Milke 28th Jan., Coal—Mitsui Bussan Kaisha.
SUNOKIANG, British str., 987, H. Mathias, 4th Feb.—Hoblow 3rd Feb., Rice—Butterfield & Swire.
TAKOW MARU, Japanese str., 1,142, S. Kawasaki, 3rd Feb.—Dairen 28th January, Coal—Mitsui Bussan Kaisha.
WAKAMATSU MARU, Japanese str., 1,722, U. Aikawa, 10th Jan.—Wakamatsu 25th Jan., Coal—Mitsui Bishi Goshi Kaisha.
YUENSIANG, British str., 1,123, P. H. Rolfe, 6th Feb.—Manila 3rd Feb., General—Jardine, Matheson & Co.
YU SHUI, Chinese str., 1,079, C. Westerland, 3rd Feb.—Shanghai 31st Jan., General—C. M. S. N. Co.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY EAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ AND PORT SAID.
S.S. "BOHEMIA," 7,935 tons, will leave as above on February 19th, 1912, at 5 p.m.
S.S. "AFRICA," 8,840 tons, will leave as above on March 19th, 1912, at 5 p.m.

TO SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave as above on March 6th, 1912, at 6 a.m.
Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap rates. Hongkong-Trieste, Venice, £50 1st, £26 2nd Class. No surtax, no tips, no inside Cabins, excellent service, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.
S.S. "YORWABETS," 12,950 tons, will leave for YOKOHAMA and KOREA via SHANGHAI about February 18th.

S.S. "NIPPON," 13,900 tons, will leave for TRIESTE, FRUMZ and VENICE, via SINGAPORE, PENANG, COLOMBO, ROME, KARACHI, ADEN, SUERZ, PORT SAID, about February 22nd.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents.

Hongkong, 8th February, 1912.

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THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO VANCOUVER, B.C., SEATTLE & PORTLAND (Or.), VIA SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
LUCERIC 16th Feb.	

To be followed by other Steamers of the Company at regular intervals. Callers at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parag Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRAYA CENTRAL

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNERIO" ... 3,000 tons ... to be despatched 15th February, 1912.
S.S. "KATANGA" ... 5,600 tons ... to Follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED, MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS. From COLOMBO: 17th February.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED, MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Dates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED, MANAGING AGENTS.

[42-43-44]

SHIPPING

ARRIVALS
DAIGO MARU, Japanese str. 845, Y. Somekawa, 7th Feb.—Swatow 6th Feb., General—Osaka Shimon Kaisha.
FUKUKA MARU, Japanese str. 1,946, S. Kuma-waki, 6th Feb.—Mojito 1st February, Coal—Mitsui Bishi Goshi Kaisha.
HALVARD, Norwegian str. 1,046, C. Anderson, 7th Feb.—Bangkok via Hoihow 5th Feb., Rice and General—C. S. S. N. Co.
KIYO MARU, Japanese str. 3,757, W. E. H. H. H., 7th Feb.—South America, General—Toyo Kisen Kaisha.
KWANGTAH, Chinese str. 1,536, Stewart, 7th Feb.—Shanghai 4th February, General—C. S. S. N. Co.
NYANZA, British str. 6,695, H. N. Rivers, E.N.R., 7th Feb.—Yokohama 2nd January, General—P. & O. S. N. Co.

CLEARANCES

AT THE HARBOR MASTER'S OFFICE.
7th February.
Aragonia, German str. for Singapore.
Chosun Maru, Japanese str. for Swatow.
Hanyang, British str. for Swatow.
Kohakui, German str. for Bangkok.
Mawang, British str. for Sandakan.
Pohlat, German str. for Bangkok.
Shingking, British str. for Haiphong.

DEPARTURES

7th February.
ALDENHAM, British str. for Australia.
CARE DIENBERG, German str. for Hoihow.
CONLON, German str. for Kobe.
NYANZA, British str. for Singapore.
SOBU MARU, Japanese str. for Swatow.
TAKAOSAN MARU, Japanese str. for Takao.

SHIPPING REPORTS

The Chinese str. Kwangtaah reports: Light to moderate N. and N.W. winds, smooth sea and fine clear weather throughout.

PASSENGERS

ARRIVED.
Per Nyanza, for Hongkong, from Yokohama: Mr. J. M. Douglas, Mr. W. E. Crow and Mr. W. F. Lane, from Fouchow, Miss C. Baker, from Yokohama, for London, Capt. J. E. H. Mrs. and Miss Cookburn, from Tsingtau, for Marseilles, Mr. J. Schuster, from Shanghai, for Singapore, Mr. and Mrs. J. Hays, Mr. H. S. B. Churchill, for Marseilles, Mrs. Gray, two infants and child, for London, Mr. H. Wood and child, Mr. and Mrs. Alderson, 2 infants and child, Mr. F. and Mr. C. Dickie, Mr. H. Cameron, Mrs. G. W. Shipway and 2 infants, Mr. and Mrs. Large, Mr. A. J. Wong, Dr. M. Laycock, Miss A. M. Simpson, Mr. J. and Mrs. Watson, infant and child, Mr. and Mrs. Symonds and 2 children, Miss F. M. Williams and Asst. Capt. Morrissey R.N.

DEPARTED

Per Garben, for Manila, &c., Rev. P. Prat, Rev. E. Garcia, Mr. N. Blumenthal, Mr. W. St. J. Biddell, Mrs. G. West and children, Dr. E. B. Bales, Sir J. West Ridgeway, Capt. and Mrs. Jackson, Sir Allan Perry, Mr. G. Friedman, Mr. C. Koenig, Mr. I. Ruckes, Dr. and Mrs. P. H. Lorrain, Mr. F. Miss C. and Mrs. M. Gutierrez, Mr. Fischer, Mrs. R. B. Smith, Mr. R. Ramos, Mr. Carvalho and 3 children, Dr. G. W. Seifert, Mr. and Mrs. Wisemann, Mr. P. K. Wisemann, Miss M. Allen, Mr. N. K. Rong, Mr. W. A. Shear, Messrs. John, Julius, Frost and Mr. E. Neill.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P. M. S.S. Co. str. *Monteagle* sailed from San Francisco 23rd ult. on route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 23rd inst.

The T.K.K. str. *Nippon Maru* sailed from Honolulu on the 5th inst. for Hongkong and is due to arrive at this port on or about the 26th inst.

The T.K.K. str. *Tango Maru* left San Francisco on the 6th inst., and is due to arrive at Hongkong on the 4th prox.

THE AUSTRALIAN MAIL.
The E. & A. str. *Eastern* left Manila on the 7th inst., at 10 a.m., and is expected to arrive here to-morrow.

THE GERMAN MAIL.
The L.G.M. str. *Prinz Eitel Friedrich*, carrying the German Mails with dates from Berlin of the 10th ult., left Singapore on the 3rd inst., at 4 p.m., and may be expected here to-day at 6 a.m.

THE INDIAN MAIL.
The Indo-China str. *Kutang* left Singapore for Hongkong on the 1st inst., and is due here to-day.

The str. *Luisang* left Calcutta for Hongkong on 31st ult., and is due here about the 15th inst.

MERCHANT STEAMERS.
The T.K.K. str. *Kiyo Maru* is expected to arrive at this port to-day.

The N.Y.K. line str. *Lennox* from United Kingdom left Singapore on the 2nd inst. for Hongkong, and is therefore due here to-day.

The str. *Sheridan* from Port of Spain left Nagasaki on the 3rd inst., and is due here to-day.

The str. *Glenloch* passed the Suez Canal on the 9th ult., and is due here to-morrow.

The str. *Glenloch* left Singapore on the 3rd inst., and is due here to-morrow p.m.

The str. *Danbar* left Karata for Hongkong on the 4th inst., and may be expected here to-morrow morning.

The "Pan" line str. *Bengalee* from Leith and London left Singapore on the 31st instant for this port.

The Suez Line str. *Scamper* left Rangoon on the 28th ult. for Hongkong via Penang and Singapore, and is expected to arrive here on the 10th inst.

The N.Y.K. str. *Yinsen* (Calcutta Line) left Moji on the 5th inst., and is expected here on the 10th inst.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila, and is expected here on the 12th inst.

The N.Y.K. str. *Tango Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 3rd inst., and is expected here on the 12th inst.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Bombay for this port via Singapore on the 26th ult., and is expected here on the 13th inst.

The T.K.K. str. *Bayo Maru* sailed from Marseilles on the 3rd instant for Hongkong via Honolulu and Japan ports, and is due to arrive at Hongkong on the 26th prox.

The "Mogul" line str. *Montrose* left United Kingdom on the 28th ult. for Hongkong and Far East via the Straits.

The "Pan" line str. *Oriente* sailed from Vancouver on the 1st inst. for Yokohama en route for Hongkong, where she is due to arrive at Yokohama on the 18th inst.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL	HIMALAYA	Brit. str.	—	G. J. Caldwell	P. & O. S. N. Co.	About 21st inst.
LONDON	GLENLOGAN	Brit. str.	—	K. Jenkins	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	SOCOTRA	Brit. str.	—	Jas. McGregor	SHEWAN TOMES & Co., Ltd.	About 17th inst.
LONDON, ROTTERDAM & ANTWERP	CAMHARTENSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SIBERIA	Ger. str.	k. w.	Faass	HAMBURG-AMERICA LINE	On 29th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	GOLDENFELS	Ger. str.	k. w.	Rouss	HAMBURG-AMERICA LINE	On 15th inst.
HAVRE, ROTTERDAM & HAMBURG, &c.	PREUSSEN	Ger. str.	k. w.	Diedrichsen	HAMBURG-AMERICA LINE	On 1st March.
HAVRE, REBEMEN & HAMBURG, &c.	SUEVIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 20th March.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	TANGO MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 14th inst., at D'light.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SAXONIA	Ger. str.	k. w.	Ernst	HAMBURG-AMERICA LINE	On 16th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	AMBRIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 26th inst.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 28th inst., at D'light.
VICTORIA, B.C. & TACOMA via JAPAN, &c.	SEATTLE MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 22nd inst., at 11 a.m.
NAPLES, GENOA, ALGERS, GIBRALTAR & SOUTHAMPTON	DERFFLINGER	Ger. str.	—	F. Prosch	MELCHERS & Co.	On 5th March, at 11 a.m.
TRIESTE, FIORENTIN, & VENICE, via SINGAPORE, &c.	KARONIA	Am. str.	—	—	SHEWAN TOMES & Co.	On 21st inst., at Noon.
BOSTON & NEW YORK	YEDDO	Am. str.	—	E. Tarabochia	DAVID SANBORN & Co., Ltd.	About 6th March.
VANCOUVER, B.C., SEATTLE & PORTLAND, &c.	PACHAN	Am. str.	—	—	SANDER, WIELER & Co.	About 22nd inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	LOREIC	Brit. str.	2 m.	—	SANDER, WIELER & Co.	About 17th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	THE BANK LINE, LIMITED	On 16th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC R. Co.	On 24th inst., at 7 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	MANCHURIA	Am. str.	—	—	CANADIAN PACIFIC R. Co.	On 23rd March, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—	W. W. Greene	PACIFIC MAIL S.S. Co.	On 10th inst., at 1 p.m.
ALFREDIAN PORTS via MANILA	NILE	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 16th inst., at Noon.
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 23rd inst., at 1 p.m.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 16th inst., at Noon.
AUSTRALIAN PORTS via MANILA	COBLENZ	Ger. str.	—	L. Klinghult	MELCHERS & Co.	On 16th inst., at 4 p.m.
YOKOHAMA, KOBE & MOJI	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & Co.	On 2nd March.
YOKOHAMA & KOBE via SHANGHAI	YORWATER	Swed. str.	—	—	ARTHUR NIELSON & Co.	About 10th inst.
KOBE & YOKOHAMA	MISHIMA MARU	Am. str.	—	A. E. Moess	SANDER, WIELER & Co.	About 18th inst.
KOBE & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIRKO MARU	Jap. str.	—	—	MELCHERS & Co.	About 5th March.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	KIYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
JAPAN	TAJIMARU	Dut. str.	—	V. Zwart	YOKO-CHINA-JAPAN LINE	On 17th inst., at Noon.
SHANGHAI	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	P. E. FRIEDRICH	Ger. str.	—	E. Malchow	MELCHERS & Co.	To-day, at 4 p.m.
SHANGHAI via SWATOW, &c.	CHOYANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	On 8th inst.
SHANGHAI, KOBE & MOJI	KUYSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.
SHANGHAI	LILIAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 10th inst., at Noon.
SHANGHAI & KOBE	EROSHIMA MARU	Jap. str.	—	Hirase	NIPPON YUSEN KAISHA	On 12th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PERA	Jap. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	About 12th inst.
SHANGHAI, MOJI & KOBE	BOMBAY MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst.
SHANGHAI	ASSATE	Brit. str.	—	G. W. Cookman, R.N.R.	HAMBURG-AMERICA LINE	On 16th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SUEVIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 18th inst.
SHANGHAI	AFRICA	Am. str.	—	J. P. Scholte	JAVA-CHINA-JAPAN LINE	On 6th March, at 6 a.m.
SHANGHAI	AFRICA	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	AFRICA	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 11th inst., at 10 a.m.
FOOCHOW via SWATOW & AMOY	KAIJO MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 3 a.m.
FOOCHOW via SWATOW & AMOY	CHOSHUN MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	To-morrow, at 11 a.m.
AMOY & SHANGHAI	FENGTIEN	Brit. str.	1 m.	A. H. Stewart	DOUGLAS LAFRAIK & Co.	To-day, at 11 a.m.
SWATOW	HAIRON	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 11th inst., at 10 a.m.
SWATOW, AMOY & FOOCHOW	HAIRING	Brit. str.	2 h.	W. O. Farnmore	DOUGLAS LAFRAIK & Co.	On 14th inst., at 11 a.m.
SWATOW, AMOY & FOOCHOW	HAIRING	Brit. str.	2 h.	J. S. Booth	DOUGLAS LAFRAIK & Co.	On 10th inst., at 2 p.m.
MANILA	YUNESANG	Brit. str.	—	P. H. Roth	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 4 p.m.
MANILA, MANGARIA, ILOILO & CEBU	RUBI	Am. str.	—	S. Crosby	SHEWAN TOMES & Co.	On 15th inst., at 4 p.m.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	A. W. Overbridge	BUTTERFIELD & SWIRE	On 17th inst., at 2 p.m.
MANILA	LOONGSANG	Brit. str.	—	Leack	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 p.m.
MANILA	ZAPIRO	Am. str.	—	M. C. Smith	SHEWAN TOMES & Co.	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TIJANORU	Dut. str.	—	H. Nomura	DAVID SANBORN & Co., Ltd.	On 22nd inst.
BOMBAY via SINGAPORE & COLOMBO	HAKATA MARU	Jap. str.	—	E. P. Smith	NIPPON YUSEN KAISHA	On 10th inst., at 1 p.m.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	G. M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
SANDAKAN	MAUSANG	Brit. str.	—	Wegall	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
KUDAT & SANDAKAN	GOMENO	Ger. str.	—	P. Semblil	MELCHERS & Co.	Middle of Feb.
HOUHOW, PARHOI & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	Mathias	BUTTERFIELD & SWIRE	On 14th inst., at 9 a.m.
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Frech. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 14th inst., at 9 a.m.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"DERFFLINGER," Capt. F. Prosch,	17,000	Wednesday, 21st Feb., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"P. E. FRIEDRICH," Capt. E. Malchow,	16,000	About 8th Feb.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. Klugkist,	6,750	Saturday, 24th Feb., at 10 a.m.

KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. Lenz,	6,000	About 5th March.
KUDAT and SANDAKA	"BOBNEO," Capt. F. Semblil,	5,000	Middle of February.

All the Steamers of the European Line are fitted with Wireless Telegraphic.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 8th February, 1912.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DEPARTURE	ON
"DERFFLINGER" — Capt. F. Prosch.	17,300	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH" 16,000 — Capt. E. Malchow.	16,000	ON MARCH 5TH.
"YORCK" — Capt. J. RANDEMAN.	17,000	ON MARCH 20TH.
"PRINZESS ALICE" — Capt. F. GROSCH.	20,800	ON APRIL 2ND.
"LUETZOW" — Capt. J. BORTFELD.	17,300	ON APRIL 17TH.
"KLEIST" — Capt. L. MAISS.	17,000	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphic.

For Further Particulars, apply to
MELCHERS & Co., GENERAL AGENTS.
Hongkong, 1st September, 1911.

CANADIAN PACIFIC ROYAL MAIL

STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B. AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
"EMPEROR OF JAPAN" Sat., 24th Feb.	"EMPEROR OF IRELAND" Fri., 22nd Mar.
"MONTEAGLE" Sat., 23rd Mar.	"EMPEROR OF IRELAND" Fri., 19th Apr.
"EMPEROR OF INDIA" Sat., 20th Apr.	"EMPEROR OF IRELAND" Fri., 17th May.
"EMPEROR OF JAPAN" Sat., 11th May.	"ALLEN LINE" Fri., 7th June.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at YOKOHAMA, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons, register, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York \$71.10 Intermediate on Steamship "Monteagle" 243 " 245.

First Class route to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," or vice Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China.
Corner Pedder Street and Praya opposite Blake Pier.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th Feb., 4 p.m.
ZAPIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 20th Feb., 4 p.m.

For Freight or Passage, apply to
HONGKONG, 2nd February, 1912, SHEWAN TOMES & Co., General Managers, PHILIPPINES S.S. Co.

SWEDISH EAST ASIATIC

CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILINGS.
YOKOHAMA, KOBE and "YEDDO"	—	7,200	About 10th February.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

VESSELS ON THE BERTH

GLEN LINE (McGREGOR, GOW & CO. LIMITED).

THE Steamship
"GLENLOGAN,"
Capt. Jas. McGregor, will be despatched to LONDON on or about the 17th instant.

This Steamer has excellent accommodation, amidships, for 40 first class passengers, SALOON FARE £35.

For freight and passage, apply to
SHEWAN TOMES & Co.,
Agents.
Hongkong, 3rd February, 1912. [274]

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE (PERA)	ASSAYE	About 12th Feb.	Freight only.
AND YOKOHAMA	Capt. W. W. Cooke, R.N.R.	12th Feb.	
SHANGHAI	ASSAYE	Noon, 16th Feb.	Freight and Passage.
	Capt. G. W. Cookman, R.N.R.		
LONDON VIA USUAL PORTS	HIMALAYA	Noon, 17th Feb.	See Special Advertisement.
OF CALL	Capt. K. Jenkins		
LONDON and ANTWERP	SOCOTRA	About 21st Feb.	Freight only.
VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. G. J. Coldwell		

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 8th February, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG, PAKHOI and HAIPHONG	"SUNGKIANG"	On 8th Feb., 10 A.M.
SHANGHAI	"CHIAN"	On 8th Feb., 4 P.M.
SWATOW and SHANGHAI	"FENGTIEN"	On 8th Feb., 4 P.M.
SHANGHAI	"LINAN"	On 10th Feb., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 13th Feb., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 16th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LIVE-TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships: Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 8th February, 1912.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Thursday, 8th Feb., 3 P.M.
SHANGHAI VIA SWATOW	"CHOYSANG"	Friday, 9th Feb., Noon.
SHANGHAI, KOBE & MOJI	"KUTRANG"	Saturday, 10th Feb., Noon.
MANILA	"YUENSANG"	Saturday, 10th Feb., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 13th Feb., Noon.
MANILA	"LOONGSANG"	Saturday, 17th Feb., 2 P.M.

FOR THE MANILA CARNIVAL—FEBRUARY 3rd to 10th, 1912.

A special reduced fare of \$50 for Return Passengers will be issued for our sailings to Manila of the 20th and 27th January, available for 30 days from Date of issue. Passengers taking out these tickets are exempt from the Head Tax.

RETURN TOURS TO JAPAN,

(Occupying 24 Days).

The Steamers "KUTRANG," "NAMSANG" and "FOOSANG" leave about every 3 weeks for Shanghai and returning via Kobe, Inland Sea and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried throughout with Electric Light.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Lahad, Data, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 8th February, 1912.

JARDINE, MATTHESON & Co., LTD.,
GENERAL MANAGERS.

HONGKONG, 8th February, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIFANG"	Capt. J. W. Evans	THURSDAY, 8th Feb., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	SUNDAY, 11th Feb., at 10 A.M.
"HAITAN"	Capt. J. S. Rosch	WEDNESDAY, 14th Feb., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 9th Feb., at 11 A.M.
		TUESDAY, 13th Feb., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LARBAIK & Co.,
GENERAL MANAGERS.

Hongkong, 5th February, 1912.

HAMBURG-AMERIKA LINIE

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. SUBVIA ... 18th Feb.

S.S. BELGRAVIA ... 4th March.

S.S. SACHSEN ... 16th March.

S.S. C. FERD. LAEIS ... 30th March.

For Further Particulars, apply to—

For HAVRE, HAMBURG & ANTWERP:

S.S. SILEZIA ... 15th Feb.

For MARSEILLES, ROTTERDAM & HAMBURG:

S.S. SAXONIA ... 16th Feb.

For MARSEILLES, ROTTERDAM & HAMBURG:

S.S. AMBRIA ... 26th Feb.

For ROTTERDAM, HAMBURG & ANTWERP:

S.S. RFFZIA ... 29th Feb.

For HAVRE, ROTTERDAM & HAMBURG:

S.S. GOLDENFELS ... 1st March.

For HAVRE, ROTTERDAM & HAMBURG:

S.S. BREUGEN ... 7th March.

For HAVRE, BREMEN & HAMBURG:

S.S. SUBVIA ... 20th March.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th February, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—
BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	FRIDAY, 16th FEB., NOON.
NIPPON MARU	A. G. Stevens	FRIDAY, 8th March, at Noon.
TENYO MARU	E. Bent	FRIDAY, 15th March, at Noon.
SHINYO MARU	H. S. Smith	FRIDAY, 9th April, at Noon.

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	SATURDAY, 17th FEB., NOON.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 22nd Feb., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 5th March, at 11 A.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	... G. \$130.00
From Hongkong, Shanghai and Keelung	... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	... G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	... G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Pressure and Parola. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
FOOCHOW VIA SWATOW and AMOY	"CHOSHUN MARU"	THURSDAY, 8th Feb., at 8 A.M.
TAMSAI VIA SWATOW and AMOY	"KAJO MARU"	SUNDAY, 11th Feb., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

772-778

S. HIROI,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 14th FEB., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Tons	Steamer	Tons	
HIMALAYA	7000	MACEDONIA	10500	SATURDAY
ASSAYE	7500	MOOREA	11000	March 16
INDIA	8000	Through Steamer		March 30
DEVANHA	8000	MOLDAVIA	11000	April 13
DELTA	7500	MALOJA	12500	April 27
ASSAYE	7500	MONGOLIA	10000	May 11
OCCEANA	7000	MALWA	11000	May 25
DEVANHA	8000	CHINA	8000	June 8
DELTA	8000	MACEDONIA	10500	June 22
ARCADIA	7000	MOOREA	11000	July 6
				July 20

Passengers change Steamers at COLOMBO, with exception of a.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd SALOON £48.88 SINGLE, £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
NILE	about 6	April 19
NUBIA	about 17	May 17
SUMATRA	about 17	May 31
NAMUR	about 17	June 14
PALAWAN	about 17	June 29
BORNEO	about 17	July 13
SYRIA	about 17	July 27
NOBE	about 17	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd SALOON £38.10 SINGLE, £57.14 RETURN.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 14th Feb., at Daylight.
	KAMO MARU Capt. F. L. Sommer	9,000	WEDNESDAY, 28th Feb., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	SADO MARU Capt. K. Aikawa	7,000	TUESDAY, 13th Feb., at Noon.
	INABA MARU Capt. Tominaga	7,000	TUESDAY, 27th Feb., at Noon.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. K. Kon	7,000	SATURDAY, 23rd Mar., from Kobe.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 16th Feb., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 15th March, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. H. Nomura	7,000	THURSDAY, 22nd February.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moss	9,000	THURSDAY, 15th Feb., A.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 14th Feb., at Noon.
SHANGHAI & KOBE	HIROSHIMA MARU Capt. Hiraga	4,000	MONDAY, 12th February.
SHANGHAI, MOJI & KOBE	BOMBAY MARU Capt. —	5,000	WEDNESDAY, 14th February.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"JINSEN MARU," 4,000 tons, Capt. Mochida, February 10th.

1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	From Hongkong
TANGO MARU	8,000	K. Kawara	February 14th
KAMO MARU	9,000	F. L. Sommer	February 28th
AKI	7,000	K. Homma	March 13th
MISHIMA	9,000	A. O. Moss	March 27th
KAGA	7,000	M. Hagino	April 10th
ATSUTA	9,000	Wm. Thompson	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Mura	May 22nd
INABA MARU	7,000	S. Tominaga	February 27th
TAMBA	7,000	K. Noda	March 26th
SANUKI	7,000	T. Tsuruta	April 9th
AWA	7,000	S. Tominaga	April 23rd

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 2nd February, 1912.

C. G. BODEN & SOHNE, GROSSROHRSDORF, i/Sa.

BRACES AND BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 2nd February, 1912.

Hoehi Extra Dry

gout americain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 2nd February, 1912.

POST OFFICE NOTICE

The Parcel Post system to the following places in China is for the present suspended: Hupoh, Szechuan, Hunan, Kweichow and Tszuich.

The *Prinz Bismarck*, with the German Mail, left Singapore on Saturday, the 3rd inst., at 4 p.m., and may be expected here today.

FOR	DATE	TIME
Bangkok	Thursday, 8th	8.00 A.M.
Hankow, Pakhoi and Haiphong	Thursday, 8th	9.00 A.M.
Bangkok	Thursday, 8th	9.00 A.M.
Kowloon, Amoy and Foochow	Thursday, 8th	10.00 A.M.
Manila	Thursday, 8th	1.15 P.M.
Singapore	Thursday, 8th	2.00 P.M.
Shanghai and Shanghai	Thursday, 8th	3.00 P.M.
Takao	Thursday, 8th	3.00 P.M.

Swatow	Friday, 9th	10.00 A.M.
Swatow and Shanghai	Friday, 9th	11.00 A.M.
Manila	Friday, 9th	1.15 P.M.
Shanghai, Kobe and Moji	Saturday, 10th	11.00 A.M.
Singapore, Penang, and Calcutta	Saturday, 10th	11.00 A.M.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)

Manila, Cebu and Iloilo	Yuenang	Friday, 9th	10.00 A.M.
Manila, Cebu and Iloilo	Sun Tai	Friday, 9th	1.15 P.M.
Manila, Cebu and Iloilo	Rube	Saturday, 10th	3.00 P.M.

Swatow, Amoy and Foochow	Haiching	Sunday, 11th	9.00 A.M.
Swatow, Amoy and Tamsui	Kaifu	Sunday, 11th	9.00 A.M.
Swatow	Huamun	Tuesday, 13th	10.00 A.M.
Singapore, Penang and Calcutta	Namano	Tuesday, 13th	10.00 A.M.

SHANGHAI, MOJI, KORE, YOKOHAMA, YOKOHAMA, VICTORIA, B.C., and SEATTLE

EUROPE, S.C. INDIA via TATTOURIN (Late Letters 11.00 to Noon.)	Extra Postage 10 cents.	Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.
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Manila, Cebu and Iloilo	Teon	Tuesday, 13th	3.00 P.M.
Singapore, Penang, and Colombo	Tango Maru	Tuesday, 13th	5.00 P.M.
Swatow, Amoy and Foochow	Hailan	Wednesday, 14th	10.00 A.M.
Nagasaki, Kobe and Yokohama	Yuko Maru	Wednesday, 14th	11.00 A.M.

Manila, Cebu, Iloilo, Port Darwin, Thursday Island, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU and SAN FRANCISCO (SIBERIAN MAIL TO EUROPE)

Shanghai and Kobe	Tsimahi	Friday, 16th	3.00 P.M.
Manila, Cebu, Iloilo, Port Darwin, Thursday Island, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Changsha	Friday, 16th	3.00 P.M.

SHANGHAI, MOJI, KORE, YOKOHAMA, YOKOHAMA, VICTORIA, B.C., and SEATTLE

EUROPE, S.C. INDIA via TATTOURIN (Late Letters 11.00 to Noon.)	Extra Postage 10 cents.	Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.
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The Parcel mail will be closed on Friday, the 16th inst., at 5 P.M.

COMMERCIAL

CLOSING QUOTATIONS.

February 7th.
On LONDON—
Telegraphic Transfer
Bank Bills, on demand
Bank Bills, at 30 days' sight
Bank Bills, at 4 months' sight
Credit, at 4 months' sight
Documentary Bills 4 months' sight
On PARIS—
Bank Bills, on demand
Credit, at 4 months' sight
On GERMANY—
On demand
On NEW YORK—
Bank Bills, on demand
Credit, at 60 days' sight
On HONGKONG—
Telegraphic Transfer
Bank, on demand
On SHANGHAI—
Bank, at sight
Private, 30 days' sight
On YOKOHAMA—
On demand
On MANILA—
On demand
On SINGAPORE—
On demand
On BATAVIA—
On demand
On HAIKONG—
On demand
On SAIGON—
On demand
On BANGKOK—
On demand
On BOMBAY—
On demand
On CALCUTTA—
On demand

SUBSIDIARY COINS.	per cent
Chinese	20 cents pieces
Chinese	10
Hongkong	20
Hongkong	10

SHARE LIST—QUOTATIONS. HONGKONG, FEBRUARY 7th, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$875, sellers
China Bank Corporation, Limited	60,000	\$12	all	\$10, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$1, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, sales
COTTON MILLS—				
Eno Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 80
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 10	all	\$51
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 49
Lau-Kung-Mow C. Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 64
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 28
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21, sales
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$53
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$45
New Amoy Dock Co., Limited	10,000	\$50	all	\$45
Shanghai Dock and Engineering Co., Ltd.	55,000	Tls. 100	all	Tls. 58
Shanghai and Hongkong Wharf Co., Ltd.	40,000	Tls. 100	all	Tls. 95
Green Island Cement Co., Limited	7,000	\$10	all	\$3.90
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$21
Hongkong Electric Co., Limited	12,000	\$50	all	\$114
Hongkong Hotel Company, Limited	8,000	\$25	all	\$72
Manila Metropolitan Hotel Limited	15,000	Pn. 10	all	\$2, sellers
Hongkong Ice Company, Limited	50,000	\$25	all	\$20 1/2, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$5
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$130, sales
China Trade Insurance Co., Limited	20,000	\$100	\$20	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$20	\$50	\$56, sellers
North China Insurance Co., Limited	10,000	\$15	\$2	Pn. 15 1/2
Union Insurance Society, Limited	12,400	\$450	\$10	\$50
Yantai Insurance Association, Limited	12,000	\$100	\$20	\$12 1/2, Ex 75
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$98
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$54, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$24 1/2, div.
Shanghai Land Investment Co., Limited	70,000	Tls. 50	all	Tls. 99
West Point Building Co., Limited	12,500	\$50	all	\$49
Maatschappij tot Mijl. Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 7 1/2
MINDANAO—				
Societe Francaise des Charbons du Tonkin	15,000	Pn. 230	all	\$695
Banb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	75,000	\$10	all	\$1.10
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$38, sales
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$104, sellers
Douglas Steamship Co., Limited	25,000	\$25	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	30,000	\$25	all	\$25 1/2, x. div. sal.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$62
Shell Transport & Trading Co., Limited	60,000 def.	\$25	all	\$57 1/2, L'don.
Star Ferry Company, Limited	25,000	\$10	all	\$5 1/2, buyers
South China Morning Post, Limited	10,000	\$10	all	\$27 1/2
Steam Laundry Company, Limited	10,000	\$10	all	\$22 1/2
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$20, buyers
Wm. Powell, Limited	15,000	\$7	all	\$5
Watkins, Limited	10,000	\$10	all	\$4
A. S. Watson & Co., Limited	30,000	\$10	all	\$12 1/2, buyers
Weissmann, Limited	3,000	\$10	all	\$2, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ord.	\$10	all	\$57 1/2
Union Waterboat Co., Limited	100 shares	\$10	all	\$7 1/2
RUBBERS—				
Para Rubber in London	Daily Wire			4 1/2 per lb., quiet
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Per.
VERNON & SYMTH, Share Brokers.				
TO-NIGHT				
9 P.M.—Shakespearean Plays at the Theatre Royal—"Romeo and Juliet."				
FORTHCOMING EVENTS.				
Friday, 16th Feb.—Ordinary Annual General Meeting of Humphreys Estate & Finance Co., Ltd., at Hongkong Hotel, 11.30 A.M.				
Saturday, 17th Feb.—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at the City Hall, Noon.				
Friday and Saturday, 1st and 2nd March—Flower and Vegetable Show of Hongkong Horticultural Society at Vacant Ground opposite Hongkong Club.				

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE HONGKONG DAILY PRESS
PRINTING WORKS
turn the Best Printing at the Reasonable Price

THE CIGARETTES OF DISTINCTION

Bouton Rouge and Felucca



A LUXURY TO
THE MAN
OF TASTE

IN 50's & 100's
HERMETICALLY SEALED BOXES
AT \$4.20 AND \$2.80
PER 100
FROM ALL TOBACCONISTS.

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MILKMAID

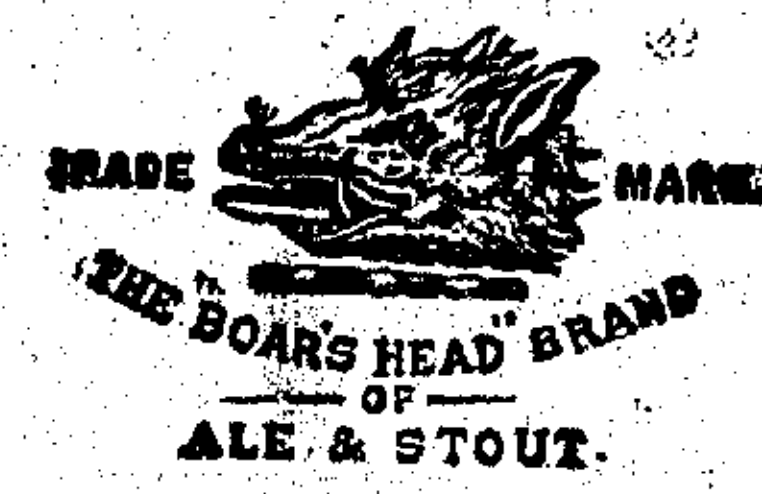
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MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

THE MOST POPULAR BRAND OF HOME BOTTLED GUINNESS STOUT

on the Market.

J.B. HALL & CO



This famous brand of Stout is recognised by all Connoisseurs as a
Standard of Quality and Purity.
SOLE AGENTS—
GANDE, PRICE & CO., LTD.,
WINE MERCHANTS,
12, QUEEN'S ROAD CENTRAL, HONGKONG.
Telephone No. 135.



"Say, old chap, help me on, I'm full up! I see ten lamps on that table, and there's only one, I know."
"Not a bit, sir. That's an 'OSRAM'—gives the light of ten—cost of one—they tell me."

Printed and Published by ALFRED NORMAN KEMP for the Proprietor at 10A, 10B, Yauw Road Central, Victoria, Hongkong; London Office, 251, Fleet Street E.C.